ESTABLISHED 1881.

Hongkong Telegraph.

THE UNITED ASBESTOS ORIENTAL AGENCY

Sola Agents for the Dodwerl & Co., Limited. General Agents.

SERIES No. 1312. 日七初月八年五十二緒光 MONDAY, SEPTEMBER 11, 1899.

一拜禮

號一十月九英灣香

hot, you must drink and Schlitz is

beer on the firing line and can't be

THIRTY DOLLARS
PER ANNUM.

Entimations.

the swizzle.

Ask for it and be cool!

Banks.

JOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND Ven 12,000,000 RESERVE FUND Head Office: -YOKOHAMA. Branclies and Agencies,

TOKIÓ. NAGASAKI. LONDON. NEW YORK. SAN FRANCISCO. HONOLULU. BOMBAY. SHANGHAL TIENTSIN.

LONDON BANKERS: HE LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD. THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits, for 12 months at 5 per cent.

Hongkong, 1st August, 1899. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON. RESERVE LIABILITY OF SHARE-

RESERVE FUND£500,000 NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances.

. 3 . T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898.

On Fixed, Deposits for 12 months ... 4 per cent.

LIONGKONG AND SHANGHAI BANKING CORPORATION. RESERVE FUND\$11,000,000
RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS! R. M. GRAY, Esq., Chairman. N. A. Stebs, Esq., Deputy Chairman, E. Goetz, Esq., A. Haupt, Esq. A. J. Raymond, Esq.

P. Sachse, Esq. The Hon. J. J. Keswick. E. Shellim, Esq. A. McConachie, Esq. R. Shewan, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON.

MANAGER: Shanghai-- J. P. WADE GARD'NER, Esq. LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent. 15, Queen's Road, per Annum on the daily balance. ON FIXED DEPOSITS:

For 3 months, 22 per Cent. per Annum.

For 6 months, 35 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON, Chief Manager.

Hongkong, 19th August, 1899.

HONGKONG SAVINGS BANK:

THE Business of the above Bank is conducted bythe HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4-PER CENT. per annum. For the Hongkong and Shanghai

BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, ist August, 1895.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels, SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000

Head Office: -SHANGHAL.

Branches and Agencies. CANTON. HANKOW. PEKING. CHEFOO. CHINKIANG. SWATOW. FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS." 3 % per Annum Fixed Deposits for 3 months.

E. W. RUTTER, Acting Manager.

Hongkong, 15th October, 1898. THE NATIONAL BANK OF CHINA

LIMITED.

HEAD OFFICE -- HONGKUNG.

Board of Directors ;--Chan Kit Shan, Esq. Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. | D. Gillies, Esq. | J. T. Lauts, Esq.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 % Hongkong, 30th May, 1899.

Entimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

SHANGHAI ... Coronaudel .. F. W. Vibert, R. N.R. ... About 25th Sept. ... Freight or Passage. LONDON, Se., BengulfS. BarchamNoon, 16th Sept. t., Freight or Passage. LONDON Canton C. F. Lockstone, R.N.R.About 21st Sept. ... Freight or Passage. LONDON ! Candia* W. H. Haughton, R. N. R. About 21st Oct. ... Freight only.

. For Further Particulars apply to

Houghong, oth September, 180%.

IS THE BEST.

H. PRICE & Co.,

(2) QUEEN'S ROAD.

Hongkong, 19th May, 1899.

Telephone



Distilled and bottled by :--

HIRAM, WALKER & SONS, Limited. Age and Genuineness Guaranteed by the Excise Department of the CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & CO., <u> BINK AND SPIRIT MERCHANTS</u>

SOLE AGENTS.

Hongkong, 5th September, 18997

Yokohama, 1st October, 1897.

CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Chisine and Good Wines. The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

REDUCTIONS TO CLEAR REMNANT OF SUMMER STOCK.

11th and 12th. REMARKABLE BARGAINS.

W. POWELL & Co.,

Immed: Opposite P.O., 1st floor.

"'Twas Schlitz that led the Yankee boys to Victory"!! Thats' what they all say.

Drink it

H. A. RITCHIE, Superintendent.

WE ALL DRINK

beat in Hongkong!

Wash Manila from your systems!!

Dewey Drinks It!!!

THE BEER WATKINS, LIMITED.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

DODWELL & CO., LIMITED, General Agents.

CRAIGIEBURN

THE PEAR HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect projection against the North-East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine. GEO. J. CASANOVA,

CITY OFFICE, 7, Duddell Street. Hongkong, 4th January, 1899.

Manager. PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFAULIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHOLA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers), 9, Old China Street,

Llongkong, 28th August, 1899.

· LIMITED.

WANTED.

GIBB, LIVINGSTON & CO.,

Agents.

SMART PORTUGUESE YOUTH

c/o This Office.

about 20, MUST be Quick at Figures.

Apply by Letter, stating Salary required

Hongkong, 7th September, 1899. [1140a

No. 6, Ice House Street, Praya Central,

Head Office: -TOKIO.

Branch Offices:-

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies :-

Miiki Coal Mines.

Hokoku Coal Mines,

Ohnoura Coal Mines.

Achimura Coal Mines,

Kishima Coal Mines.

Yamano Goal Mines-

Manoura Coal Mines.

Yoshio Coal Mines.

Kanada Coal Mines. **

Yoshinotani Coal Mines.

No. 1, Ohtsuji Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills.

Milke Cotton Spinning Mills.

. Manager - Manager -

Hongkong, 19th August, 1899.

Onoda Cement Company,

Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA,

K. HASEGAWA,

Meiji Fire Insurance Co., Limited.

Kanegafuchi Cotton Spinning Mills

Tokio Marine Insurance Co., Limited

12th October, 1898. HONGKONG ELECTRIC COMPANY, MONGKONG ELECTRIC COMPANY, LIMITED.

OTICE is hereby given that an EXTRA- OTICE is hereby given that the REGIS-ORDINARY GENERAL MEETING TER of SHARES of the Company, will of the Hongkong Electric Company, Limited, be CLOSED from SATURDAY, the 16th to will be held at the COMPANY'S OFFICES, the 23rd day of September, (both days inclusive) Queen's Buildings, Victoria, in the Colony of during which Period NO TRANSFER of Hongkong, on SATURDAY, the 16th day of Shares can be Registered.

September, 1899, at 12 o'clock Noon, when the By Order of the Board, SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 26th day of August will be submitted for confirmation as a SPECIAL RESOLUTION.

RESOLUTION. 1. That the Capital of the Company be increased to the Sum of \$600,000 by the issue of 30,000 New Shares of \$10 each, which shall, be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained, with reference to calls transfer, transmission, lien, surrender, voting power and otherwise and that the Directors be authorized to issue such New Shares at par. 2. That the said New Shares be offered to the persons who on the 16th day of September, 1899, shall be the Registered Members of the Existing Shares in the proportion of a New share for each Existing Share held by them By Order of the Board,

GIBB, LIVINGSTON & CO., Agents. .Hongkong, 28th August, 1899.

HONGKONG CRICKET CLUB. THE ANNUAL GENERAL MEETING! I, will be held in the PAVILION, on

TUESDAY, the 19th instant; at 5.15 P.M. JAMES A. LOWSON, Hon, Secretary. Hongkong, 1st September, 1899. [1116a

HONGKONG AND WHALIPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send a STATEMENT of-BUSINESS-contributed-during-the-Half Year ended 30th June, 1899, on or before the 15th September, on which Date the ACCOUNTS will be CLOSED. By Order of the Board of Directors,

THOS. I. ROSE, Secretary. T Hongkong, 24th August, 1899.

LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

> SURPLUS OVER ALL LIABILITIES AMOUNTS TO TWELVE MILLIONS STERLING.

Insurances.

SURPLUS

belongs exclusively to Policyholders. Paid to Policyholders during 1898 OVER £4,980,000 STG.

WHAT YOU WANT TO KNOW LIFE-INSURANCE-COMPANY is just what you want to know about a Bank or any other Institution in which you thought of investing;

What is the company's earning ability as shown by its past history? What is the outlook for future dividends as indicated by its accumulated Surplus?

These two questions answered, and the rest is of secondary importance. . Apply to the 'EQUITABLE' for full-Particulars,

F. KIENE. Acting Manager, Hongkong. NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong, 28th May, 1895.

To be Net.

TO LET. CEMI-DETACHED VILLA RESIDEN-CES on Bowen Road (now in course of PROPERTY lately occupied by the

Bowrington-Saw Mills. GROUND FLOOR, 52, PEEL STREET. OFFICES:-- 1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.) "HARFORD." MAGAZINE GAP. No. 4, RIPON TERRACE.

Apply to THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 28th August, 1899.

TO LET. DOOMS with or without BOARD, in CEN-

A ITSUIBUSSAN KAISHA. | TRAL POSITION. Summer Rates.

Hongkong, 17th May, 1899. TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IM-PERIAL BANK OF CHINA).

Apply to Compradore Office, E. C. HOCHAPFEL, Hongkong, 23rd March, 1899.

Potel.

WINDSOR HOTEL.

STRICTLY FIRST CLASS.

DASSENGER ELAVATOR from EN-TRANCE HALL to each floor. BOARD and LODGING.

P. BOHM, Hongkong, 28th April, 1899

Proprietor & Manager.

Insurance.

WHY YOU SHOULD INSURE WITH NEW YORK LIFE INSURANCE Co., (The Oldest International Life Insurance Company in the World).

SUPERVISED BY 82 GOVERNMENTS. POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

\$1,000,000,000

To-dan's

Advertisements.

DILEGENTIA LODGE OF

INSTRUCTION.

. Visiting Brothren are cordially invited

instant, at 8,30 for 9 P.M.

both days inclusive. .

TTHE British Ship

THERE will be a MEETING of the above

Hongkong, 9th September, 1899. . [1163a

DOUGLAS STEAMSHIP COMPANY,

THE ORDINARY GENERAL MEET

Company will be held at the COMPANY'S

OFFICES, on SATURDAY, the 30th instant,

Report of the General Managers, together with

Statement of Accounts to 30th June, 1899.

The TRANSFER BOOKS of the Company

DOUGLAS LAPRAIN & CO.,

General Managers.

[1159a at Noon, for the purpose of receiving the

Hongkong, 14th September, 1899.

THE CHINA MUTUAL STEAM NAV

GATION COMPANY, LIMITED.

HAREHOLDERS are bereby informed

that at a GENERAL MEETING held in

The DIVIDEND WARRANTS ASTE EX

longkong, 11th September, 1899.

TENDERS FOR REPAIRS.

TENDERS for the supply of necessary

Particulars can be obtained from the Captain

SHEWAN, TOMES & CO.,

until Noon, TO-MORROW, the 12th instant.

on board or from the Undersigned who do not

bind themselves to accept the Lowest or any

NOTICE TO CONSIGNEES:

FROM CALCUTTA, PENANG AND

SINGAPORE.

" LIGHTING,"

Cargo remaining on board after the 13th

instant, at 2 P.M., will be landed at Con-

signees' risk and expense into the Godowns of

the Hongkong and Kowloon Wharfand Godown

Consignees of Cargo from SINGAPORE and

PENANG are requested to take INMEDIATE

DELIVERY of their Goods from alongside:

such Cargo impeding the discharge of the vessel

Hongkong, 11th September, 1899.

will-be delivered from alongside.

Co., Limited, at Wanchai.

HOLLIDAY, WISE & Co.,

ING of SHAREHOLDERS in the above

Lodge, on THURSDAY, the 14th

. Premionis.

of insurance in force To-day.

The following is a comparison of the three Largest Companies:--OFFICIAL FIGURES OF 1898-FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash

NEW BUSINESS FOR THE YEAR 1898. Am't of Insurance,

New-York Life (Purely Mutual, all profits Gold. to its owners, the policy-holders) 73,471 36,054,499 5,146,549 51,785 128,780,088 The New-York Life Led its Nearest Competitor, the Mutual, in placed and paid for

business, by 21,686 new policies, representing Gold \$23,313,000 of insurance, and Gold \$908,000 of premiums. The New-York Life Led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of Insurance and Gold \$1,567,845 of new premiums.

A-line addressed to Mr. A. H. Myers, Assistant Resident Manager, Hongkong Hotel; will receive prompt attention. ARNHOLD, KARBERG & CO. and BIRLEY DALRYMPLE & CO., " Agents, Hongkong. [1113a]

To-day's Advertisements.

COLD -

GOVERNMENT NOTIFICATION.

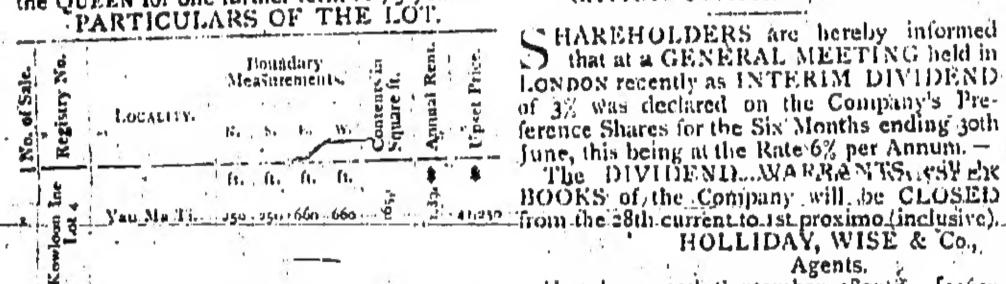
THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command. J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 2nd September, 1899.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Ti, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.



GOVERNMENT-NOTIFICATION.

No. 493. THE following Particulars of Sale of Crown

Land by Public Auction, to be held at SPARS, RIGGING and SAILS for the above the Offices of the Public Works Department, on named Ship will be received by the AGENTS MONDAY.

the 18th day of September, 1899, at 3.15 P.M., are published for general information. By Command,

. H. STEWART-LOCKHART, Colonial Secretary. Colonial Secretary's Office, Hongkong, and September, 1899.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN THE Steamship LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be having arrived from the above Ports, Consignees fixed by the Surveyor to Her Majesty the of Cargo are hereby informed that their Goods OUREN for one further term of 75 years.

PARTICULARS OF THE LOT.

s. of Sale.	P. No.	*	Measurement.		afect. I Rent.		Price.
No. of	Regist	Locatity	N. (A.	к. w,	Conte	Annes	l'per:
	in in		fi. ft.	fr. fr.		*	\$
,	lot so	Mong Kok Taniz	320 320	493 493	157.76	1,630	47,330
	Non		1 - 1	· ·	į		

GOVERNMENT NOTIFICATION.

No. 494.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY.

the 18th day of September, 1899, at 3.30 P.M., are published for general information. - By Command, J. H. STEWART LOCKHART,

Colonial Secretary. Colonial Secretary's Office, Hongkong, and September, 1899,

Particulars of the letting by Public Auction | Electric Light. Sale, to be held on Monday, the 18th day of September, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a vern of ve Years, with the option of renewal at a CROWN RENT to be fixed by the -Surveyor to Her Majesty the QUEEN for one further term of 75 years.
PARTICULARS OF THE LOT.

A No.	Me	Boundary Measurements.			fret. Rent		Frice.	
LOCALITY.	N, 2.	120		1	ON.	Annua	Upset	
Queen's Ros	d				2,700	37.	810	

To-day's

"NANYANG,"

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Mangers.

Hongkong, 11th September, 1899. [1150a DOUGLAS STEAMSHIP COMPANY, LIMITED.

1711E Company's Steamship

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 11th September, 1899. THE CHINA AND MANILA STEAM-

FOR MANILA, VIA AMOY.

"ESMERALDA," Captain Cobban, will be despatched for the above Port, on WEDNESDAY, the 13th instant,

For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.

FOR MANILA. (Taking Cargo at through Rates for Inotto.)

"SALVADORA," Captain Goitesolo, will be despatched as above on THURSDAY, the 14th instant, at 4 P.M.

Hongkong, 11th September, 1899. FOR SINGAPORE, PENANG AND CALCUTTA.

"LIGHTNING," Captain S. Belson, will be despatched for the above Ports, on SATURDAY, the 16th instant, will be CLOSED from the 18th to 30th instant, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,

> FOR SWATOW, AMOY AND TAMSUI THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 17th instanti-For Freight or Passage, apply to

Hongkong, 11th September, 1899.

THE Steamship

"INDRANL" Captain Campbell, will be despatched as above on MONDAY, the 18th instant, at Noon. For Freight, apply to JÄRDINE, MATHESON & Co.,



Cargo impeding the discharge will be landed i WINE AND SPIRIT MERCHANTS.

B.—Vintage, superior quality,

will be landed and stored at Consignees' risk and No Fire Insurance will be effected. Bills of Lading will be countersigned by erior quality, Black

DAVID SASSOON, SONS & Co., Seal Capsule...... 16.2 Hongkong, 11th September, 1899. D.—VERY FINE CLD VINTAGE HONGKONG AND MANILA REGULAR LINE-OF-STEAMERS.

FOR MANILA.

" LEGAZPI," Captain A. Yribar, will be despatched as above on WEDNESDAY, the 13th instant, at Noon. The attention of Passengers in directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with

For Freight and Passage, apply to LIZARRAGA HERMANOS, Agents. No. 6, Beaconsfied Arcade.

Hongkong, 11th September, 1899. [1154a INITED STATES AND CHINA-JAPAN

STEAMSHIP LINE. (ROBT. M. SLOMAN & CO.- HAMBURG). FOR-NEW-YORK VIA SUEZ CANAL

THE Full-powered Steamship "PISA," Captain Fendt, will be despatched as above on SATURDAY, the 23rd instant The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13

knots per hour. For Freight or Passage, apply to CARLOWITZ & Co.,

Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED..

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Chartered Steamship

Captain Lehntann, will be despatched for the above Ports, TO-MORROW, the 12th instant,

· FOR SWATOW.

THALES." Captain Hall, will be despatched for the above Port, on WEDNESDAY, the 13th instant,

SHIP COMPANY, LIMITED.

THE Steamship

This steamer has. Superior Accommodation for Passengers and is fitted with the Electric' Light.

Hongkong, 11th September, 1899.

THE Steamship

For Freight or Passage, apply to BRANDAO & Co.,

THE Steamship

Hongkong, 11th September, 1899. [1158a THE OSAKA SHOSEN KAISHA, LIMITED.

MITSUI BÚSSAN KAISHA.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

Hongkong, 11th September, 1899. . [1065a

Hutimation.

WATSON & Co. LIMITED.

ESTABLISHED A.D. 1811.

(For Invalids and General Use.)

Red Capsule.....\$14.40 C .- FINE OLD VINTAGE, Sup- --

extra superior, Violet Capsule (Old Bottled) 2074

B.—Superior Pale Dry, dinner wine, Green Seal Capsule - - - . C.—MANZANILLA, NATURAL SHERRY, White Capsule - - -

-CC.-Superior Old Dry, PALE NATURAL SHERRY, Red Scal Capsule - 12.00 Ports. D.—VERY SUPERIOR OLD PALE DRY, choice old wine,

White Seal Capsule - - 14,40 E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule - Old Bottled)

A. S. WATSON & Co., Limited. QUEEN'S ROAD CENTRAL.

MARRIAGE. On the 1st instant, at St. Paul's Church New Beckenham, by the Rev. H. N. Eales, assisted by the Rev. C. Green, vicar, and the

H. Green, CHARLES MONEY FIRTH, third son of Francis Helme Firth, P. and O. S. N Co., and of Mounthill, Bromley, Kent, to AMY ELLEN, younger daughter of the late Thomas Clark, of Galle, Ceylon, and of Mrs. Clark, Lauriston, Beckenham.

The Hongkong Celegraph

HONGKONG, MONDAY, SEPTEMBER 11, 1899.

NOTES AND COMMENTS.

. THE TRANSVAAL. . From the Reuter's telegram which publish to-day it would indeed appear as war with the Transvaal was a foregone conclusion. We do not think that ten thousand men would be despatched to Natal unless the Cabinet was assurred that they were required, nor do we think that orders would have been issued for Indian troops to be held in readiness until all hopes of a which a great proportion of the Transvaal treated when en voyage, while everythin, trade passes, must naturally feel somewhat and hence, doubtless, her appeal for troops. From the report of the proceeeings of the Volksraad it would appear that, KRUGER or no KRUGER, the Boers are bent upon war and the moderation urged by the President was, in all probability, not so much from a desire to avoid hostilities as from policy, in order that he might have his words to fall back upon in the event of the Boers suffering a reverse. His repudiation of British Suzerainty in itself would be sufficient ground for a declaration of war on our part and his concluding statement, to the effect that he placed his trust in God, evidently shows that his own hopes of a peaceable solution of the difficulty, were slight indeed. One thing is certain, and that is that President KRUGER by his vaccilating policy during the recennegotiations, his making a concessinn one day, or promising to de so, and withdrawing it the next, has alienated from the Boers what little sympathy was felt for them in England. Many people thought that to make war on the Transvaal over the questions at here. issue would be a criminal act, but during the last few weeks their views upon the subject appear to have undergone a great

UNHAPPY FRANCE.

change.

It is truly pitiable to see the depths of degradation to which the once mighty French nation has fallen. As we before pointed out, their boasted "Liberty, Equality and Fraternity", is non-existent and now Honour and Justice appear to have deserted then be nell . The instrument . Dreyfuse whose trial, cendemnation, imprisonment, torture and re-trial have filled the French journals for a considerable period, has-[11512] been once again sacrificed for the so-called honour of the Army. How can honour exist in an army that is known to be so horribly corrupt as that of -France? The mere suggestion of it is contemptible. It was not to the advantage of the Army that DREVEUS should be acquitted; his acquittal would have meant that others, and those others occupying high positions, would have had their fair fame trampled in the mud, and so-DREYFUS, innocent, as all right-minded men consider him to be, is once more sacrificed to the honour of the Army. To the French Army t may seem right that one, and that one only a captain, should be sacrificed to the good of the others, especially when those others are generals and persons in high positions, but to the ordinary Englishman such a thing is detestible. It is, acknowledged that to save the lifes of many it is justifiable to sacrifice one, but when only the honour of dishonourable, persons is concerned this axiom does not apply. The fact of the matter is that there is now no France; her place has been

taken by the French Army.

THE PLAGUE AT NEWCHWANG. The telegram from our Shanghai correspondent which we publish to-day shows what a great danger is to be apprehended from plague in a Chinese city. The Russian doctor sent to investigate matters reports that there are two thousand coffins, all containing plague corpses, awaiting transportation to the provinces, and it is not difficult to imagine what the effect of the removal of these remains will be. The coffins will be spread broadcast over northern China and will carry the germs of the discase with them, leaving plague in their track and introducing this deadly disease into hitherto healthy villages. From these centres the disease will probably spread in all directions and we may expect next year to have an epidemic of plague in northern China such as has not been known in history. Is it not time that steps were taken to stop such criminal negligence and folly? It is not only the Chinese that will suffer by it, for trade will be paralysed; thousands will be ruined and in all probability many Europeans will fall victims to the disease, and all on account of the Chinaman's ignorance and disregard of the most elementary principles of sanitary precaution. Even in Hongkong we have had cases of plague corpses being smuggled on board steamers and unless adequate precautions are taken the outbreak at. Newchwang may. well-infect the whole of the northern Treaty

THE "TARTAR.".

During the last day or two we have heard many complaints of the overcrowded state of the chartered transport Tartar which is conveying twelve hundred American Volunteers to the United States. We were to-day shown a letter which, we are told, is. nature have been to the day and an analymine. to give the other launch a wide bentle

As a matter of fact everything is overstated. H.M.S. W. was put into commission to The Tartar is a vessel litted for the carrying of about 2,000 passengers. For years she did duty between Southampton and the Cape. At present she belongs to the Cana? dian Pacific Steamship Company, but is under charter to the U. S. Government. As a transport she carries a double crew. Because the "volunteer regulars," were not given first class passages, given cabins to themselves, etc., they "growled." An interview with two or three of the American military officers now in port placed matters on a different basis to that suggested above. Captain-Surgeon . SMITH, of the 20th Kansas, whose regiment the Tartar carries, states, that the whole of the accommodation is perfect. Every officer in the Kansas regiment does the same, the only trouble being caused by the men who have got their discharges who are on board, numbering some 408. Altogether there are about 1108 men aboard; a number for which there is ample room. British trooper of similar tonnage would probably convey about twice the number. Anyhow, anyone wishing to invistigate the matter can do no better than visit her as she lies at anchor in the harbour. There they peaceable solution to the difficulty with the | will see plenty of spare bunks, ample space Boer republic were practically at an end. for everything and everybody, the culinary. Natal, being adjacent to the Transvaal and arrangements are complete and far better possessed of the port of Durban through than those to which British soldiers are bespeaks the utmost care being bestowed anxious and apprehensive of a Boer attack upon the American, soldiers going by the

ELEGRAMS

(By Telegraph.) .-

Special to the " Houghong Telegraph."

THE PLAGUE AT NEWCHWANG: SHANGHAI, September 9th.

The Russian Consul at this port has received a telegram from the Governor of Port Arthur stating that a doctor, sent by the Port Arthur authorities to investigate the plague at Newchang, reports, that he visited four depôts and discovered two thousand new coffins, all containing plague corpses, awaiting removal to the provinces. Strict precautions for the prevention of the importation of the disease are being taken

THE SECRET ENVOY ROBBED.

SHANGHAI, September 11th. Lui, one of the secret commissioners, recently returned from Japan, has had, his house in Bubblingwell Road robbed for the seventh time. Presents from the Mikado, valued at 18,000 taels, have been stolen."

THE PEKING CRISIS A high official, who has arrived from Pekting, reponse that the statements anent a crisis in the native-parties in Peking-are: fabrica-

REUTER'S TELECRAMS.

THE TRANSVAAL TROUBLE.

LONDON, September 8th. Reuter's Agency learns that the Cabinet has decided to send a strong despatch to the Transvaal which will probably be published in London when received in Pretoria. The Cabinet has also decided to send 10,000 men to Natal, owing to an appeal from that Colony,

but will not call out any reserves at present In a debate of the Volksraad concerning the mobilization of British troops on the frontiers, speeches of an extremely warlike character, filled with insults to Mr. Ghamberlain, were made. President Kruger urged moderation, repudiated British Suzeminty and placed his trust in God Three cavalry, four infantry regiments, three batteries of artillery and four field hospitals, in India have been warned for service in South Africa at the shortest notice.

THE DREYFUS AFFAIR.

LONDON, September 9th. Captain Dreyfus has been sentenced to ten years imprisonment.

WEATHER REPORT.

The Observatory report says:-

On the 10th at 11.55 a.m. The barometer has fallen a little on the E. coast of China and over W. Japan. Pressure is high over S. China, and slightly low in the Pacific to the E, of the Loochoos. Gradients slight generally. FORE CAST :- Light N.E. winds; fine.

On the 11th at 11.55 a.m. Barometric changes are unimportant. Pressure is high over China; and low apparently, in the Pacific to the S. of Japan, Gradients slight generally. FORECAST N. or varying winds, light; showery to fair.

LOCAL AND GENERAL.

H.M.S. Orlando left for the North this morning.

THE returns of the number of visitors to the City Hall Museum for the week ended joth September, are: Europeans 409, Chinese 1,713;

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals

Title ferry launch Rising Star broke down th morning in the middle of the harbour while prooceeding from Kowloon to Hongkong. She was picked up by the following bost, the Evening Star, and towed to Pedder's Whart, The coolies on the disabled launch evidently scen-20.40 to be put before the Harbour Market, ed to think that they were in the utmost peril, complaining of the complaining of th

day and leaves . Canton to morrow to assist. in the suppression or pacy.

THE Sayage South Africas at Earl's Court deserve their name. A whitercoper was shot on 10th July by a Kaffir in the himic skinnish, and by a stone with which the weapon must have been deliberately chargedy. The man's collar-bone was shuttered, and he lies in a precarious condition.

A NOVEL "lot" was put up for the by public auction at Oldhum recently. It comprised a. pew containing to sittings on the south aisle of Oldham Parish Church. The church is a very ancient edifice, and in the earlier years of the present century the seats brought large sums. of money, by reason of the fact that they carried with them the privilege of voting for a member of Parliament. As much as. £150 was frequently offered and accepted for a new, but at the sale the highest bid was £31, at which the property clianged hands.

INTERNATIONAL SHOOTING

VICTORY FOR THE HONGKONG VOLUNTEERS.

The assertion made by the American soldiers that in the struggle against the Philipinos they were greatly handicapped by the great inferiority of the Springheld line with which they were armed to their opponents Mausers was simply demonstrated in a friendly shooting. match between the 20th Kansas Volunteers and the Hongkong Volunteers. The match was fired on the Association Range, the Americans firing with their own Springfield rifles and our own volunteers using the Lee-Metford, old Martini-Henry carbine and the Martini-Enfield carbine, the last weapon being the latest pattern having the Martini block and an improved. barrel. The difference between the Enfield and Metford barrel being that the former has only five grooves as rifling instead of seven as in the letter. The weather was almost perfect for rifle shooting and also for the spectators, of whom there were a great number, the hills on either side of the range being covered with sightseers. Many of the H.K.V. officers were also present, among whom were Major Chapman, Captain Saunders, Lieutenants Maitland, Stewart, Eulleston, Underwood and Duncan, the last named being responsible for the comfort of the visitors, in, which pleasant duty he was ably assisted by all present, a portable buffet being erected where the competitors and their friends were treated with the well known hospitality of the Hongkong Volunteers.

Major Chapman, in a few well chosen words, expressed great satisfaction at seeing the American and British Volunteers lying down together shooting, he believed it was the first International shooting competitors and he hoped it would not be the last. He sympathised with their opponents as he could not claim the victory on account of being superior. marksmen as it was insinly due to the rough usage the rifles opposed to them had

Three hearty-cheers were given for the Am ericans and were responded to by three being given for the British:

We give below the scores made at each AMERICA

200 yards 400 yards 500 yards Total. Capt. Flemder 72. 23 24 24 72 Pt. Walton 22: 24 Corp. Segraves..... 24 Pt. Miller 20

Pt. Shaffer...... 21 Pt. Hammond Pt. Heiter 29 ... 4

reco yards 406 yarde 500 yards Total Gunner Toller 34 Sergi. Lammert 29 Gunner Stewart ... 33 Sergt. Marshall Lieut Duncan A 30 Sergt Drum. Brown 29 Gunt. MacDonald. 31.

Major Chapman ... 25 Sergt Rutter 23 26 26 75 Totals296 293 263 852

Making a win for Hongkong by 307 points,

AS YOU LIKE IT "As you like it" was again produced by Miss Waldorf and her company, assisted by members of the A.D.C. on Saturday night; or this occasion in the open air as had been originally intended. An immense humber of people turned out, His Excellency the Governor honouring the occasion with his presence, and long before "the time appointed" every available corner was occupied; conspicuous among the crowd being the Khak

uniforms of our American Volunteer cousing.

The cast with one exception; was the same

as originally played in the theatre, Mr. Kewell playing the role of Adam instead of Mr. Mr. Sexton and Mr. Noble again showed themselves to be very far above the average amateur. Mr. Sexton's Fredrick was good throughout, and particularly powerful in places. Mr. J. F. Noble's Touchstone was quite the character; a difficult part well played. His comedy was excellent, his gestures broadand effective, his final-speeches too, by some considered the most trying; of any of Shake-

spearse work, were particularly well rendered. But enough of amateurs !- In the professional part of the cast Mr. Norval McGregor Orlando stands out as a fine piece, of finished acting. His power in the more romantic situation being most effective. His personality too is attractive and his comedy light, and clever. Of the ladies, Mrs. Currier has much to be thanked for the whole piece being produed under her management. The staging and setting of the play, the realistic production of the forest of Arden, the success of the production from start to finish in fact, owes itself to her. Hor interpretation of Audrey was quite a masterpiece. Celia's rather thankless part was wel filled by Miss Virginia Cranna in a quaint graceful way she looked the part and played it with a delicate abandon peculiar to myself. As Rosaline Miss: Walderf Inever Crowed to better advantage. Her acting was excellent

wher elocution clear, distinct, and audible—the theatre where the accoustics are very faulty Her scene with the Reigning Duke, her uncle who hanishes her for treason, was, perhaps, one of her finest. Her strength as at traged cane its Rimost amagnificent, her avoice, her carriage, her gesture are perfect and again in her coquetting scenes with Orlando what h our she is so natural so finished Julia Mar we may yet look to her laurele

we perfect performance. A perfect plight nors than periort Rosalind

LOSS OF THE "WHITE

THE SHIP'S SIDE CAVES IN. SAFETY OF CAPTAIN RAYMOND.

Amongst the vessels recently sent to Manila for the United States Government was the old White Cloud, until the other day, very-well known on the Canton run. The White Cloud was a wooden paddle steamer of 744 tops and was built at Hongkong in 1875 by the West Point Slipway and Dock Company, her engines being supplied by J. Howenden & Co., of Glasgow. She was recently purchased from the Hongkong Canton and Macao Steamboat Company for \$14,000, by Mr. Robinson, of Manila, who has of late purchased several vessels to send to Manila for the United States

command of Captain Raymond, who has taken a lot of small craft to Manila most successfully, and had on board 500 tons of coal, 1,000 fowls and 1,000 baskets of potatoes. All went well until the vessel had got about ninety iniles from here; the weather was calm but a heavy swell was running and she began to labour heavily and to dip her bows into it. Then the forward deck-planking commenced to carry away and Captain Raymond and his crew made preparations to effect repairs, but before anything could be done the port-side of the vessel began to give way to the weight of the swell. Two boats were lowered and the captain with half the crew, entered one, the rest of the crew going in the other under the command of the mate. The two boats pushed off and stood by to watch events and had scarcely got clear of the ship when the whole of the port side was seen to collapse, the vessel took a plunge and sank. Captain Raymond's boat was picked up by a junk some two hours afterwards and he arrived in Hongkong with his men at about four o'clock yesterday afternoon. The mate's boat was last seen heading for a junk in the distance, so it is presumed that he and the nien with him are safe and will be landed here in due time. Captain Raymond attributes the loss of the ship to the fact of her old age and that she was badly riddled by white ants. We understand that she was uninsured and that the loss amounts to \$20,000.

CORRESPONDENCE.

Correspondents in this column. CONSUL-GENERAL WILDMAN AND

We do not necessarily endorse the opinions expressed by

MR. FOREMAN'S BOOK TO THE EDITOR OF THE "HONGKONG TELEGRAPH" Str.-I am taking the liberty of asking you to publish some correspondence that has passed between Mr. John Foreman and myself, relative to certain objectionable statements that were

made in his new edition of his book on the

Philippine Islands. Very respectfully yours, ROUNSEVELLE WILDMAN Hongkong, September 11th, 1899.

Hongkong, 10th June, 1899. John Foreman, Esq., Care Messrs. Scribner

and Sons, Publishers-New York City. New Edition of your work on the Philippine Islands. On page 567 I find the following sentence "the American Consul in Hongkong, Mr. Wildman, accepted the honorary post of Treasurer of the Patriotic League Fund.". This is absolutely false, I never was Treasurer of it or of any Association in the world, and neither have I ever heard of the "Patriotic League Your statement is nothing more or less than Libel, and tends to damage my official character. Had not Mr. Spencer Pratt already obtained an order of the Court stopping the sale of your book, I should have done so. On page 568 occurs the following statement "Consul General Pratt thereupon sent Emelio Aguinaldo with his Staff to Hongkong with instructions to Consul Wildman to put him in communication with Commodore Dewey, which he did, and Commodore Dewey, Before he left China for Manila, gave orders to Consul General Wildman, to see that Aguinaldo and his Staff followed on an American War Ship." While this statement may not have been intended to be malicious, it is historically incorrect (see my Dispatch No. 83 page 336 of the "President's Message to Congress on the treaty of Peace between the United States and Spain)." If you had taken as much pains to have looked into the American Documents relating to the War, as you did to get together the numerous proclamations of Insurgent Leaders, the last three Chapters of your book would have been as valuable to futurity, as the First Edition was to the past...... am leaving this letter open that your Publishers in America may read it.

Very truly yours, (Signed) ROUNSEVELLE WILDMAN

London, August 11th, 1899. Rounsevelle Wildman, Esq.,

Hongkong. Sir,-Your esteemed letter of the 10th June reached me only on the 8th instant, and I hasten to reply to the same. I beg to enclose a copy of the new pages 567 and 568 which have been printed to take the place of the pages which you refer to and every book sold in London, America and the For East will contain the amended pages. The necessary number of new pages, for the purpose, has gone forward to the respective Far Eastern ports by mail. You will observe that in these unended pages, your name is climinated, and you are not referred to directly or indirectly. It affords me the greatest pleasure to find that in doing so. have fully anticipated your objections, and whilst assuring you that it was far from my mind to make personal allusions to any one with malicious intention, I beg to apologize most sincerely for any annoyance which the statements in question may have caused you.....

I am, Sir, Very respectfully yours (Signed) JOHN FOREMAN.

ONLY A SOLDIER'S FUNERAL. O THE EDITOR OF THE !! HONGRONG TELEGRAPH. DEAR SIR, -- Foreigners must often have been struck with the number of our patriotic Mrs. Campbell ,, Capt. Warren the Queen" and with the great enthusiasm that. Mrs. Bagnall Wild., " Mr. Wakefield this class of song is received, by all sections of Mrs. Hawkins the British public so the following incident Miss Blake that occurred last Saturday afternoon at the funeral of the late Sergeant Palmer R.A. is the more disgraceful. While the cortege was passing along the road behind the grand stand on the race course, the distribution of prizes won at the Gymkhana was taking place. cheers being given to each recipient. I may be accused of over sensitiveness but it struck me as very un English that the solemnity of a military funeral should-be marred by incessant cheering from just the opposite side of the hedge. By the time the coffin was taken off the gun-carriage and was being carried slowly

Welch Fusiliers at the Gymkhana was playing its most lively airs. I have often heard that the only time a soldier is honoured is at his funeral and it seemed strange that the officials on the racetrause (many military officers among them) could not have waited for a few minutes, probably An not more than a quarter of an hour, to allow the deceased's friends to bury their dead with becomingroverence. Nor is this all the complaint, Mreche Palmers, the wife of the late Sergeant, feelings, especially ought to be considered, but I was

to its last resting place, the band of the Royal

informed that she had been kept waiting at the cometery thies for upwards of an hour. This, if true, is disgraceful, to expose an English lady in a public road when stricken by her sad loss. I can only think the reason for this crucity must be that Sergeant Palmer was only A SOLDIER. Hongkong, September 11th, 1899.

THE GYMKHANA

The Jockey Club were favoured with splending weather for their third meeting this season The race-course was in fine condition and some very good racing was witnessed by a large crowd, among whom were His Excellency the Governor, H.E. Major-General Gascoigne and the officers of the different corps in the garrison together with their American cousins. The She left here on Saturday last, under the band of the Royal Welch Fusiliers was in attendance and played various, selections during the afternoon.

The following were the officers :-Patrons .- H.E. Sir Henry Arthur Blake, G.C.M.G.; H.E. Major-General W. J. Gascoigne, C.M.G.; and Commodore F. Powell, C.B. Committee .- Lieut,-Col. The O'Gorman.

D.A.A.G., Capt. W. L. Warren, R.A., Capt G. E. Richman, R.W.F., Commander Plenderleath. R.N. the Hon. C. P. Chater, C.M.G., the Hon. J. J. Keswick, the Hon. F. H. May, C.M.G., the Hon, T. H. Whitehead, Messrs. J. S. Bruce, W. A. Cruckshank, R. M. Gray, V.-A. Caesar Hawkins, T. F. Hough, McKie, G. C. Moxon, G. H. Potts, and C. F.

Judges.—The Hon. J. J. Keswick and Mr. V. A. Cæsar Hawkins. · Handicappers .-- The Hon't C. P. Chater, C.M.G., and Mr. J. McKie.

Starter .- Mr. T. F. Hough. Time-keeper .-- Mr. G. H. Potts. Clerk of the Scales .- Mr. J. McKie. Hon. Treasurer .- Mr. J. S. Bruce. Hon. Secratary .-- Mr. G. C. Moxon.

POLO PONY RACE; for bona fide polo ponies; à mile; catch weights over it stone; entrance fee, \$1; first and second prizes from Gymkhana Fund

Mr. R. B. Johnson's The Wizard Mr. W. A. Cruickshank's Alphabet Mr. F. J. Walwyn's Landsnecht Mr. G. C. Moxon's Unit Mr. W. J. Gresson's Kildare Captain Geoghegan's Tarbacker o Mr. R. H. Potts's Minstrel

MILE RACE; for all China ponies; weight for inches as per scale with 5 lbs. added; winners at Hongkong races (including off day) or this season's Cymkhanas' to carry 7 1bs. extra for 1 win; 10 lbs. extra for 2 wins; 12 lbs. extra for 3 wins. Allowances; subgriffins of the season and ponies that have never been raced, 4 lbs.; sub-griffins of this season that have not won a rage, 8 lbs.; allowances not accumulative; first prize Cup, presented by Mr. R. M. Gray; second prize

from Gymkhana Fund. Captain Bancroft's Yellow Dwarf, 11st 7lb (Mr. Johnson) 1 Mr. J. M. Forbes's Glenrow, 11st 3lb SIR,-My attention has been called to the Mr. Walwyn's Queensberry, 11st 8lb..... (Mr. Gedge) 2 (Mr. Walwyn) 3

Mr. Kelly's Sirdar, 11st 9lb...... (Mr. Cruikshank) o Mr. Alderton's Meteor Rose, 11st 4lb....... (Mr. Alderton) o Capt. Geoghegan's Sayan, 10st 9lb........ (Capt. Geogliegan). o Mr. Riddle's Pineapple, 11st 7lb...(Mr. Cox) o

Hon. J. J. Keswick's Pilgrim, tost 11lb Capt. Bancroft's Grashopper, tost 121b

post; two prizes will be given—one for the first rider in, and the other to go to the" owner of the pony last in; should the owner of the last pony and first rider in be identical. he will be awarded one prize only (as first rider in); the other prize to go to owner of last pony but one; all ponies must, in the opinion of the judges, be ridden to best advantage, i.e., to come in first. Three minutes allowed for this race from fall of flag. Win-

Capt. Warren's Offside (Mr. Moxon) Mr. Gresson's Burnside (Mr. Walwyn) 2 The following ponies were also entered Reveller, Mr. F. J. Walwyn's The Bear, Captain | Aguinaldo. Warren's Snuffbox, Captain Rickman's Bracknek, Captain Bancroft's Grasshopper and Earl Marshal, Mr. P. A. Cox's Pineapple, Mr. G. C. Moxon's Unit, Captain Geoghegan's Xerxes.

STEEPLECHASE; for all China ponies; over the usual course; catch wights over 11st. 5lbs. previous winners of any Hurdle Race or Steeplechase in Hongkong, to carry 7 lbs. extra for one win; to lbs. extra for two or more wins entrance fee, \$2; 1st prize, cup, presented by Mr. Mody; and prize, from Gymkhana Fund. Mr. Johnson's Wizard, 11st 12lb. Mr. Johnson' 1

Mr. Walwyn's Queensberry, 11st 5lb...... Mr. Walwn's Landskecht, 1st 5lb. Mr. Dobell 3 Mr. Gresson's Kildare, 11st 12lb.

Mr. Cruckshank o Mr. Riddle's Pineapple, tist 51b.....Mr. Cox o LADIES' NOMINATION; ball and bucket race the rider will pass his nominator at full speed outside the chalk line, the lady standing within the alloted space; the lady will throw a ball to the rider whilst passing, which he should catch and drop into a bucket further on, without slackening has speed; points will be given for catching, bucket, and speed, 3 runs. Three prizes from Gymkhana Fund. Miss Jackson Nom. Mr. F. J. Walwyn L

" A. C. R. Greene 2 Mrs. Hume..... Miss B. Jackson..... , Capt. Rickman Mrs. Morris , Mr. H. Hill Miss Phyllis Powell " " J. A. Higgon » o Mrs. Brutton " W. Loring Simonds W.A. Cruikshank o Major Dobell Miss Potts Mrs. Moxon G. C. Moxon Miss Powell "Maj.SirH.McMahono

COLLEGE OF MEDICINE FOR CHINESE, HONGKONG.

Miss Vernon Mr. R. H. Potts

SESSION COMMENCING 12TH SEPTEMBER.

the state of the s	
The following note of arrangements ma	de by
the Senate for the next Session are sub-	mitted
for General Information:	and the second
Subject Lecturer M. Tu. W. Th	., F. , S.
Chemistry Dr. Rennie 12 - 12 - 12 Osteology Senior Students r 1 1	77.70
Midwifery Dr. Rennie 12 - 12	13
Usicology	
Pathology Dr. Harston	
Public Health Dr. Clark	
Botany , Mr. Tutcher 5	
Public Health Laws Dr. Chung 5 5	
Anatomy Dr. Krief 1- 6 - 76	See . Gil

JOHN C. THOMSON.

THE TROUBLE AT MIRS BAY.

Within the last few days Captain Superintendent May has paid several visits to Sha U Chung with the object of bringing about an agreement between the rival launch owners who ply between Hongkong and the place named, but his efforts have been fruitless. the meantime a police launch has been on duty to prevent any further disturbance, and elders of the place have been warned as to the serious consequences which will ensue should another affray similar to that of last week occur.

LEGAL INTELLIGENCE.

SUPREME COURT IN ORIGINAL JURISDICTION. (Refore His Hon. W. M. Goodman, Acting

September 11th.

Chief Justice.)

CLAIM FOR MONEY LENT. The Hon. E. R. Belilios, C.M.G., sought to recover from George Lionel Stewart Coxon certain moneys lent to him on promissory

Mr. E. Robinson (instructed by Messrs. Deacon and Hastings) appeared for the plaintiff, the defendant being unrepresented and not present.' It was stated that proof of service was on th**e** file.

The plaintiff said the promissory note, produced for \$10,000 was made in his favour by Mr. George Lionel Stewart Coxon, It had an endorsement on the back to Mr. Beyers, who was his London agent, and it had a re-endorsement by Mr. Beyers to him. It bore interest at seven per cent. Payments had been made from time to time on account of principal and interest, the last payment being only of \$95'50 made on Nov. 19th, 1895. He produced an account showing that on the 22nd February, 1899, the date of the writ there was owing to him in respect of this note \$7,881.88. which amount was still owing. He also produced a note made in his favour by Mr. Coxon on July 31st, 1893, for \$37,976.87, on which nothing had been paid, nothing was said as .to

H. W. Fisher gave formal evidence, and His Lordship gave judgment for the plaintiff as follows:-On the first note judgment for \$7,881.88, with interest at the rate of seven per cent, from the date of writ to now, and eight per cent, thereafter; and on the second note judgment for \$37,976.87, with interest at the rate of eight per cent, from the date of the writ up to now, and eight per cent. hereafter. together with costs of suit.

THE PLAGUE.

•	AMEN TEMOUL.
	Cases reported to 9th instant,
	Total 1,435
ž	Deaths reported to 9th instant
	Total 1,375
•	THE SUPPLY OF ARMS TO THE

FILIPINOS. CONSUL BEDLOE AND W. F. SYLVESTER EXONERATED.

As almost everybody in Hongkong knows, there have for months past been very damaging fumours and reports floating about concerning (Mr. Bancroft) o the alleged illicit supply of arms and ammuni-ALPHA AND OMEGA RACE; for China ponies; I tion to the Filipinos, and the names of Consul competitors to be drawn in pairs at starting | Bedloe, Mr. F. W. Sylvester, Mr. Lewis L. point where they will dismount and the two "traitors," who were making a "fine thing out riders in each pair will change ponies with of filibustering." "Truth is mighty and will each other--all will then face for the winning prevail," and although somewhat tardily yet the U. S. Government has now given out a statement on the subject which goes far to repair the wrong that has so unwisely been done tothose who were guilty of no wrong-doing in the premises, as the following from the New York World of 31st July clearly shews :--

WASHINGTON, July 30th. "When War Department officials were asked about the old story that Americans are furnishing arms to the Filipinos, which was revived by a New York newspaper to-day, the fact was admitted that arms were shipped to the Filipinos for use against Spain. The officials said no complaints have been made that Americans thought only four competed :-- Mr. H. Hill's | are supplying either arms or ammunition to

"The case of the British ship Pasig, transformed at Canton into the American steamer Abbey, which carried 500 rifles and 500,000 rounds of ammunition to the Filipinos in August, 1898, was satisfactorily explained to

"F. W. Sylvester, who was once manager of the firm of Kennan, Sutterle & Co., of Philadelphia, undertook so supply the Filipinos with the arms mentioned and Gonsul Bedloe granted the Steamer Abbey American register at Canton, both believing the Filipinos to be allies of the American forces and expecting the munitions to be used against the Spanish. Owing to numerous delays the cargo of war material did not reach the Filipinos until after the signing of the peace protocol; but fully five months clapsed before the relations betweenthetwo nationsbecome seriously strained." The World, however, re-echoes the Hongkong canard that. They were subsequently used against the United States troops,

"Consul Bedloe, says the World, was placed in a very embarrassing position, but his officials here as satisfactory, and he was acquitted of any wrong doing in the matter."

NEW YORK LIFE'S PLAN.

a—nkw—policy—that—bars—investment-IN CORPORATE STOCKS.

NEW YORK, 13th July, York Life Insurance Company to sell all the stocks held by the corporation made a big stir to-day in the investors' world because of the uncertainty as to whether other life insurance companies would follow the same course. The big companies hold upward of \$70,000,000 of stocks of railroad companies and banks, and the sudden move of the New York Life's directors made it probable that the market for the sale of stocks would be largely curtailed the Insurance Department shows that they should insurance companies throughout the United States decline to invest in standard they now have in the open market. The offistock securities.

From what could be learned to-day the Life declined to discuss the effect on new. New York Life will not have any insurance business that the action of the New York Life competitors for some time at least in the matter of selling dividend-paying stocks. The sudden departure in the method of the New York Life is said to be a shrewd stroke of business in the sense that it will bring many new policy-holders to the company, but the big rivals of the corporation say they will continue to invest in good dividend paying stocks.

The real object underlying the action of the me last night that, aside from the ultra-con-New York Life directors is to obtain a footing | servative principles underlying the investment The number of students on the Roll at date Merinan Charles and insurance law does

do business in Germany, Austria or Switzerland. Mr. James W. Hyde, of the Equitable THE LAUNCH OWNERS' QUARREL STILL Life, was seen by a Mail and Express reporter

> changed its rules or regulations regarding our investments, as we consider some stocks as good investment as bonds, and vice versa. We do not expect because of the movement of the New York Life to depart from the course we have always pursued in investing funds and in which we are as conservative as possible; neither do we wish to in any way criticise its

"Replying to your question regarding to 1902."-Mail & Express. Germany, Austria, and Switzerland, I would say that we withdrew from these countries

Insurance Company, said to a Mail and Express reporter:

not the slightest idea of selling its stocks and will not adopt any such course," said that the stocks held by the company were gilt-edged securities, as its report to the

lustirance Department would show. . We wrote \$8,000,000 of business in one day lasi week," said Mr. Hyde, "and have no desire to depart from our present policy of investments. MR. PERKINS SPEARS.

Second Vice-President Perkins, of the New York Life, made the situation clear to-day as to why the directors have determined to sell all the stocks they hold. These stocks, amounting in value to about \$4,000,000, are to be put In the market gradually and all disposed of by

"The field for new business in Germany said Mr. Perkins, "as in Austria or Switzerland, does not concern us so much as the field we have here at home. We are barred out of Germany now by the strict insurance laws there, and the action of our Board of Directors will ultimately obtain for us a certificate giving us the right to do business. It has seem-'ed to'us that if we could show the large German speaking and Grman-American population in the United States that our company is approved by the German authorities and does business in Prussia and the kindred States that then we would have little difficulty in largely increasing here the number of our policyholders.

"There has never been any question about the safe investment of our money in standard stocks, but we are willing to go out of this line in order to promote confidence among a large class of thrifty people and increase our business at home, as well as in continental Europe. There are plenty of safe channels for invest-

" How about the alleged increase of mortality in Germany i "It is peculiar how these misstatements get

abroad. With us the lowest mortality is in England, the second lowest in Germany and the next lowest in the State of New York. This is a matter of record." THE NEW BYE-LAW.

It was on Tuesday last that the new bye-law of the New York Life was adopted. It is as

"The funds of this company shall be invested and kept invested in the following interest or income-bearing securities among those permitted by the provisions of the insurance laws of the State of New York, viz.: In bonds of the United States or of the State of New York; in bonds of any county or incorporated city in the State of New York; in bonds and mortgazes on improved, unencumbered and incomeproducing real property in the State of New York, worth 50 per centum more than the amount loaned thereon; in bonds of any solvent institution incorporated under the laws of post—all start together and ride to a given Etzel and others were freely bandied about as the United States or any State thereof; in bonds issued by any city, county, town; village or school district of the State of New York; in

bonds of any of the State of the United States. "They may also be invested on the pledge of any of the above securities. The company may furthermore invest the funds required to meet its obligations incurred in other States of the United States or foreign countries, and in conformity with the laws thereof, in the same kind of securities in such other States or foreign countries as are provided in the laws of the State of New York. The company may also loan on the pledge of its own policies of insurance a sum not to exceed the reserve which it then holds on any such policy and the accumulation thereof."

OTHER RESTRICTIONS.

follows :

In the matter of the restriction of investments the bye-law continues and concludes as

"But this company shall not purchase, hold or grant any mortgage loans on unimproved or non-productive property or on farms, hotels, theatres, churches, breweries, factories or mining enterprises of any description whatsoever. Neither shall this company make any loan on or investments in what are commonly known as industrial enterprises, nor shall this company, notwithstanding the permission to invest in or loan on stocks, contained in the insurance laws of the State of New York, hereafter increase its holdings in such such securities, but instead it shall annually reduce both the amount of stocks owned and the amount of stocks held as collateral security (to be evidenced by the annual statements hereafter made by this company) until, in the company's annual statement to be rendered in 1902, no item of stocks owned or of stocks held as collateral shall be included amongst its assets. Pursuant to the law of the State of New York, the explanation of the matter was accepted by the company shall not acquire by purchase or otherwise any real estate except for the accommodation of its business or in satisfaction of debts due the company,"

NEW YORK LIFE STOCKS.

It is the intention of the New York I directors to dispose of the stock holdings mainly to private investors, and little of the stock will go to Wall street. Among the stocks held are The decision of the directors of the New | St. Paul preferred, St. Paul common, Northwest preferred, Atchison preferred, Pennsylvania, Valley Railway, guaranteed by D., L. and W.; American Exchange National Bank, Merchants' National Bank, National Bank of the Republic, Bank of America, Central National Bank, New York Security and Trust Company and Evansville and Terre Haute.

These stocks are all good investments, and the report of the New York Life Company to were purchased at prices far below the value cials of the Equitable Life and of the Mutual directors would have. These was no disposition in any way to criticise the new move, FOREIGN POLICY."

Mr. William C. Van Antwerp, of Seligman and Van Antwerp, made the following statement to-day :

"It is a mistake to suppose that the company's | entire holdings of stocks are to be thrown on the market at once." President McCall told of life insurance funds, he was desirous of complying with the requirement of certain Hon. Secretary. big American strokenics have not been able to the company is doing business, and that those

requirements would be best subserved by selling the company's stocks and converting the proceeds into high-grade first mortgages,

"The entire amount of stocks owned by the "Our Finance Committee has in no way company does not exceed \$4,000,000, as against an excess of \$20,000,000 owned by each of the other large life companies. These stocks, moreover, are largely the preference shares of the Northwestern and the St. Paul roads, and the stocks of New York City banks and trust companies, and they will probably all be disposed of by private sale." In any event the trustees have especially provided that the sale shall be spread over a period of time extending

Mr. A. H. Meyers, the representative of the New York Life Assurance Company, informs as some time ago and do not entertain an idea of that the action of the company is to put the policy. holders on a safer basis by the investment of President McCurdy, of the Mutual Life their funds as above. The N. Y. Life is purely mutual and is owned and controlled by the policy-holders who alone receive the profits, "The Mutual Life Insurance Company have having no share nor stock holders, and at the same time this safe basis of investiment meets the requirements of the German laws and will Mr. Hyde, further speaking for the Equitable. | be the cause of the N. Y. Life doing all the business in the Kaiser's dominious.

SHIPPING REPORTS.

Captain Unsworth, of the steamship Keong Wai, from Saigon, reports :- Weather fine throughout,

Captain Lincoln, of the steamship Kwanglee, from Shanghai, reports :-Moderate N.E. breeze and fine cloudy weather.

Captain Kirchner, of the steamship Hokenzollern, from Yokohama, reports:-Left Yokohama on the 1st inst, at 10 a.m. and arrived a Kobe on the 2nd at 4 p.m. got south winds and rain. Lest Kobe on the 5th at 10 a.m. passed Simonoseki on the 6th at 6.30 a.m. and arrived at Nagasaki the same day at 5.30 p.m. got through Inland Sea variable winds, much rain. last part N.E. winds, cloudy. Left Nagasaki on the 7th at 4 p.m., passed Turnabout on the 9th at 8.45 p.m., Brothers on the roth at 9.45 a.m., and arrived at Hongkong on the 11th at 7 a.m., got from Nagasaki gale from N.E. with high sea, thence variable winds, fine weather, last part S.W. moderate to calm, fine weather,

NOTANDA CALENDAR.

SEPTEMBER. Meteorological means based on fifteen years' observations to 1898. Barometer29.824 Thermometer80.4 Humidity......77

Rainfall - 8.33 TO DAY. WEATHER REPORT. On date at On date at Barometer.....29.97 Temperature 85 Humidity 73

Monday, 11th September, 1899. Chinese-7th of 5th moon of 25th year of Kwang-sii. Sun-Rises 5hr. 40min. Sets 6hr. 6min. High water-Morningnone Afternoon hr. 40min. Low water-Morning 6hr. 50min. 5hr. 26min.

1709 -- Battle of Malplaquet. 1834-H.M.S.'s Imogene and Andromache --- arrived at Whampon, and Marines took possessions of the Factories,-1887-German schooner Niederhof lost at Tai-

ANNIVERSARIES.

1890-Public meeting of foreign residents at Yokohama to protest against the proposed new treaty with Japan. TO-MORROW. Tuesday, 12th September, 1899. Chinese-8th of 8th moon of 25th year of Kavang-sii.

Sun-Rises A. 5hr. 47min. Sets 6hr. 5min. High water-Morning hr. 10min. Afternoon 2hr. 35min. Low water-Morning 8kr. 13min. Afternoon 5hr. 50min. ANNIVERSARIES.

1819-Marshal Blucher died, 1854-Strike of Hongkong washermen. 1887-The British barque Billy Simpson abandened near the Pratas Shoal. 1898—Fearful hurricane in the West Indies. 91,000 rendered homeless.

SHIPPING AND MAIL NEWS.

German (Preussen) to-morrow. Canadian (Empress of Japan) to-morrow. American (Hongkong Maru) 14th inst. English (Coromandel) 15th inst. German (Sachsen) 19th inst. American (China) 22nd inst.

The T. K. K. steamer Hongkang Maru with mails &c. left Shanghai for this port to-day at

The P. & O. S. N. Co.'s steamer Coromandel left Singapore for this port on the 10th inst. at I p.m. with the Outward English mails, and is due here on the 15th inst. at about 8 a.m.

The Canadian Pacific Railway Co.'s R.M.S. Empress of Japan from Vancouver arrived at. Shanghai on Saturday the 9th instrat 2 p.m. and left the same day, at midnight for Hongkong where she is due to arrive to morrow the 12th inst. at 9 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Luzon Carliste City H.M.S. Bonaventure. Feihoo Legaspi D. Juan & Austria ... P. C. C. Klao Taiyuan

Bolson, 10th Sept .- Calcutta 25th Aug., Penang and Singapore 4th Sept., General. -David, Sassoon Sons & Co. THALES, British steamer, 820, T. Hall, 10th

Sept.,-Swatow 9th Sept., General,-Douglas, Lapraik & Co. BELLEROPHON, British steamer, 1,318, Lyons, ioth Sept.,-Amoy 6th Sept., and Swatow 9th, General.-Butterfield & Swire.

Narasaki, 10th Sept.,--Kutchinotzu 5th Sept., Coal.-Mitsui Bussan Kaisha Honokono, French steamer, 847, Bastian, noth Sept. Haiphong and Hollow oth Sept., Ceneral.-A. R. Marty.

WINGSANG, British steamer, 1.517, T. W. Sellar, 10th Sept., Canton 10th Sept. General.-Jardine, Matheson & Co. YUNGCHING, Chinese str., 761, T. Sleeman .toth Sept., -- Canton toth Sept., General. --

C. M. S. N. Co. TRIUMPH, German steamer, 675, A. Ricke, 10th Sept., -Hoihow 9th Sept., General.

KEONO WAI, British steamer, 7,115, R. Unsworth, 11th Sept.,-Saigon 7th Sept., Rice. -Yuen Fat Hong. TAI LEE, German steamer, 828, T. Calenden

11th Sept.,—Manila 8th Sept., Hemp.— Shewan, Tomes & Co. HANOI, French steamer, 738, Pannier, 11th Sept. - Pakhoi and Hoihoga toth Sept. General.—A. R. Marty.

Hohenzollern, German steamer, 2,039, 12, Kirchner, 11th Sept.,-Yokohama 1st Sept. Kobe 5th, and Nagasaki 7th, General,-Melchers & Co. KWANG LEE, Chinese steamer, 1,505, R. L.

Lincoln, 11th Sept.,—Shanghai 8th Sept.; General.—C. M. S. N. Co. LOONONOON, German steamer, 7,345; Schulz, 11th Sept.,-Shanghai 8th, Sept., General.-Siemssen & Co.

ARIAKE MARU, Japanese steamer, 1,530 Gasoka, 11th Sept., - Kuchinotzu 5th Sept. Coal.-Mitsui Bussan Kaisha.

Clearances at the Harbour Office.

Triumph, Germanistr., for Singapore. Bellerophon, British str., for Samarang. Nanyang, German str., for Swatow. Loongmoon, German str., for Canton. Suisang, British-str., for Singapore, Hinsang, British str., for Samarang hands Pakshan, British str., for Swatow. hoikong, British Port steam-launch, for Macao.

Wo Ping, Chinese steam-launch, for Wuchow.

Departures. Sept. 10, Orlando, H.M.S. cruiser, for Japan. Sept. 10, Luos, French str., for Shanghai. Sept. 10, Progress, German str., for Touron.

Sept. 10, Chowlas, British str., for Hoihow. Sept. 10, Hailoung, British str., for Swatow. Sept. 10, Hoihao, French str., for Hoihow. Sept. 10, Tameni Maru, Jap. str., for Swatow, Sept. 11, Menmiter, British str., for Saigon, Sept. 11, Phranang, British str., for Swatow.

Sept. 11, Shansi. British str., for Shanghai. Sept. 11, Cheang Hock Kian, British str., for Sept. 11, Suisang, British str., for Calcutta. Sept. 11. John Sanderson, British steamer, for

Shanghai. Sept. 11, Rellerophon, British str., for Sourage

Passengers-Arrived.

Per Lightning, from Calcutta, &c.-Lieut, Wallace, and 500 Chinese, Per Thales, from Swatow-Dr. and Mrs. Clarke, Masters Shaw, Begley, Mr. Hai, and

55 Chinese, Per Hanoi, from Hoihow-28 Chinese. Per Triumph, from Hoihow-32 Chinese. Per Keong Wai, from Saigon-55 Chinese. Per Kwang Lee, from Shanghai--98 Chinese. Per Tai Lee, from Manila-6 Europeans, and

167 Chinese. Per Loongmoon, from Shanghai-Messrs. Bielenhall, Taylor and Müller, and 152 Chinese. Per Hohensollern, from Japan-Mrs. Sachse; Miss Underwood, Messrs. Meto, C. P. Pario, Miss S. Ornur, Mr. H. Handelmann, and

STEAMERS EXPECTED

The state of the s				
Names.	From.	Due.		
Empress of Japan. Preussen	Shanghai	To-morrow		
Candia	Singapore	To-morrow To-morrow To-morrow		
Moyune	Kobe	To morrow		
Kawachi Maru Hongkong Maru Coromandol	Japan	Sept. 14th		
Coromandel Sachsen Yawata Maru	Colombo	Sept. roth		
China Kagoshima Maru	San Francisco.	Sent. 22nd		
We would direct the a style in which! Steamen				

PROJECTED SAILINGS.

are now published in these columns, and in so doing respect-

fully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

Destination. Airlie Sydney, &c.:.... Oct. 2nd Havre, &c. Sept. 14th America Maru ... San Francisco, &c. Nov. 14th Argyll New York, &c..... Qk. desp. Bayern Straits, &c. Nov. 8th Belgian King ... San Diego, &c. ... Oct. 15th Bengal London, &c..... Sept. 16th Candia London, &c Oct. 21st Canton London Sept 21st Carlisle City..... San Diego, &c. ... Sept. 15th Carmarthenshire San Diego, &c. ... Nov. 15th Challenger New York Qk. desp. China San Francisco, &c. Oct. 3rd City of Peking ... San Francisco, &c. Nov. 21st City of Rio San Francisco, &c. Oct. 27th Columbia Portland, &c. Sept. 23rd Coptic San Francisco, &c. Nov. 4th. ShanghaiSept. 15th Coromandel Darie San Francisco, &c. Oct. 10th Emp. China Vancouver, &c Oct. 25th Emp. India Emp. Japan Esmeralda Manila Sept. 13th Futami Maru ... Thursday Is., &c... Sept. 29th .. San Francisco, &c. Sept. 16th Glenogle Victoria, B.C. Oct. 17th Hongkong Maru San Francisco, &c. Septi 23rd Indrani New York, &c Sept. 18th Isla de Cuba........... at Kowloon, Dock. Kagoshima Maru Kobe & Yokohama Sept. 29th. Kanagawa Maru, Victoria, B.C. Sept 22nd Kawachi Maru... Kobe & Yokohama Sept. 18th König Albert Straits, &c. Dec 13th Kosai Maru Vladivostock, &c... Sept. 28th Kweiyang Tientsin (Direct) ... Sept. 17th Lennox Victoria, B.C. Nov. 4th Maria Valerie ... Shanghai Sept. 14th Nanyang Swatow, &c..... Sept. 12th Monmouthshire. Victoria, B.C. ... Nippon Maru ... San Francisco, &c. Oct. 19th Numberg Havre, &c. Sept. 27th Ping Suey...... New York, &c Octasth Pisa New York, &c,.... Sept. 15th Preussen Straits, &c. Sept: 13th LICHTNING, Ilritish steamer, 2,122, S. II. Prinz Heinrich., Straite, &c. 1717 Dec. 271 Pyrrhus London Sept 76th Riojun Maru..... Marseilles, &c Sept. 21st Rosetta Sept. 16th Sachsen Singapore, &c Oct. Lith-Sado Maru Marseilles, &c Oct. 6th Sarpedon London Oct. 3rd Savoia Havre, &c. Oct. 15th Suevia Havre, &c. Oct. 19th TSURUGISAN MARU, Japanese steamer, 2,559, Tacoma Victoria, B.C. Oct. 21st

Taiyuan Port Darwin, &c., Sept 27th

Thyria San Diego, &c. ... Sept. 30th

Victoria.......Victoria, B.C. Sept 13th: Yawata Manu Japan Sept 23rd

YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAULINGS	FROM 1	JONGKONGSUBJI	ECT TO	ALTERATION.
STEAMERS	DF	STINATIONS.		SAFLING DATES.

Trojective (Alterior	The little of the state of the	
STEAMERS	DESTINATIONS.	SARLING DATES.
KAWACHI MARU	[KOBE and YOKOHAMA TERRAL]	FRUIAY, 15the Sept., at
RIOJUN MARU	(VICTORIA, B.C. and SEATTLE,)	THURSDAY, 2184 Sept.,
J. W. Ekstrand	U.S.A., VIA KODE and YOKORAMA.	8t 4 P.M.
KANACANIA MADII	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via	France and Some at
J. Mackenzie	SINGAPORE, PENANG, COLOMBO	Noon.
VAMATA MARII	C and PORT SAM	Scrippings and Sout
A. E. Moses	{ HAMA	at 4 P.M.
Fogat Many	(VLADIVOSTOCK, VIA SWATOW,)	Trumpana Will Same

KOSAI MARU AMOY, SHANGHAI, WEI-BAI-WEI Nagao..... CHETOO, CHEMULPO & NAGASAKI THURSDAY ISLAND, TOWNS: UTAMI MARU..... VILLE, BRISBANE, SYDNEY and MELBOURNE KAGOSHIMA MARU..... KOBE and YOKOHAMA R. Nunome

MARSEILLES, LONDON, and FRIDAY, 6th October, at-SADO MARU..... ANTWERP, VIA SINGAPORE, W. Thompson PENANG, COLOMBO & PORT SAID * Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

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A. S. MIHARA,

THURSDAY, 28th Sept.

at Nooni

Mongkong, 9th September, 1899.

Street Canton Hotal.

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RICH LADY cured of her deafness and

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Artificial Ear Drums sent Lirooo to his, Institute

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Hongkong, 8th September, 1899.

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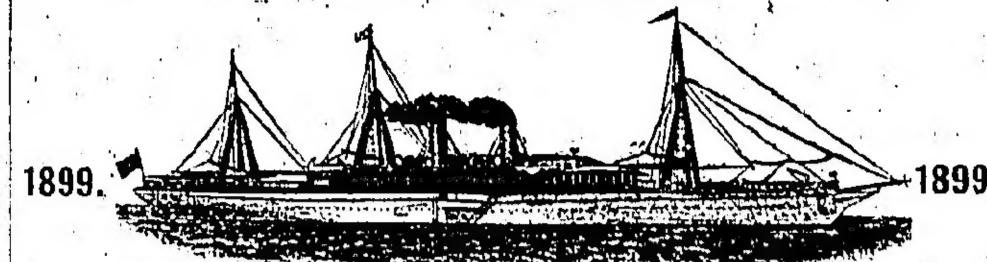
A. S. WATSON & Co. Hongkong, 1st September, 1896.

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PROPOSED SAILINGS FROM HONGKONG!

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 27th Sept., 1899. EMPRESS OF CITINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899. EMPRESS OF ANDLA... Condr. O. P. Marshall, R.N.R... WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA-OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

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THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
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Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, PZJ INLAND SEA OF JAPAN AND HONOLULU.

Saturday, 231d Sept.,

' at Baylight.

Thursday, 19th Oct.,

at Noon.

PROPOSED SAILINGS FROM HONGKONG. Trongkong, Maru. (via Shanghai, Naga-

Saki, Kobe, Inland Sea, Yokohama and Honolulub

NIPPON MARU (via Shanghai, Nagasaki, / Kobe, Inland Sea, Yokohama & Hono-

America Marc (via Shanghai, Nagasaki, Fuesday; 14th Nov., Kobe, Inland Sea, at Noon. Yokohama & Hono-

I'HE Steamship

"HQNGKONG MARU?" will be despatched for SAN FRANCISCO, WIA SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN- Value of all Packages are required. LAND SEA OF JAPAN, and call at HONOtheir journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of L4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and other direct connecting Railways and from

Particulars of the various routes can be had on applications Special rates (first class only), are granted to

Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports ! in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until '.

P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be

Consular Invoices to accompany Cargo dest the first class ATLANTIC MAIL LINES. tined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Rates of Passage to other Points on application, Collector of Customs at San Francisco. For further information as to Passage and

Freight, apply to the Agency of the Company, Queen's Building. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUL" "WUCHOW," will be despatched alternately from Messrs. Douglas Lapraik & Co.'s Wharf, at 3 P.M. on -- MONDAYS, -- WEDNESDAYS - and FRIDAYS for WUCHOW, calling at KONG MOON, KANCHPCK, SAMSHUI, SHUIHING and!

Both Vessels have Superior Accommodation or Saloon Passengers. Fares, including Sleeping Berth. HONGKONG to SAMSHUL\$ 5

Hongkong to Wuchow.....\$10 Meals can be obtained on Board, For further information, apply to

BUTTERFIELD & SWIRE,

Hongkong, 21st August, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.) -

"I" H E Steamship

" "BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOM-BAY, &c., on SATURDAY, the 16th instant, at Noon, taking-Passengers and Cargo for the

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will SHANGHAI, NAGASAKI, KOBE, INLAND be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Shippers are particularly requested to note LULU, and Passengers are allowed to break the terms and conditions of the Company's Bills of Lading. For further Particulars apply to

> Superintendent, Hongkong, and September, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

M SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA. PROPOSED SAILINGS FROM

HONGKONG. FOR VICTORIA, B.C., AND TACOMA. IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO. Glenogle ... | 3.750 | R. D. Jones | Oct. 17. Chicago to destination the choice of direct | Tacoma ... | 2,811 | A. Dixon...... | Oct. 21.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-

TION COMPANY. Monmouthshire | 2,874 | W.A. Evans | Oct. 7

Lennox | 3,677 | Williamson | Nov. 4. THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47. Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

 HONGKONG TO NEW YORK £41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery the ROCKY and CASCADE MOUNTAINS. marked to address in full; value of same is The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of

> HONGKONG TO TACOMA £28. Special rates allowed to members of Govern-

ment Services. Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United

Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or (whichever may be the destination of the Steamer).

address marked in full) by 5 12.M., on the day For further information apply to

SAILING VESSEL.

FOR NEW YORK. THE 3/3 A. I. I. American Ship

"CHALLENGER," shortly expected from MANILA, will load here For Freight, apply to

Mails.

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINIE.

(East Asiatic Service.)

(Freight Service.) (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILHNGS FROM HONGKONG

SUBJECT TO ALTERATION. STRAMERS. DESTINATIONS. SAILING DATES. ALESIA..... HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG) ¿ September. NURNBERG HAVRE and HAMBURG. About 27th V. Binzer J (LONDON with transhipment in HAMBURG) & September. HAVRE and HAMBURG. About 1 tth Passage HAVRE and HAMBURG. About 19th (LONDON with franshipment in HAMBURG) October. HAVRE and HAMBURG. About 30th Ostermann'...... (LONDON with transhipment in HAMBURG) [October.

* These Steamers have Superior Adcommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co.

CALIFORNIA AND ORIENTAL' ... STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO

AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES,

MENICO, CENTRAL & SOUTH AMERICA, &c. Carlisle City..... 3,002 | about | Sept. 15 Thyra..... 3,406 about | Sept. 30 Carmarthenshire, | 2,929 | about | Nov. 15 TTHE Steamship

"CARLISLE CITY!

will be despatched for SAN FRANCISCO and SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on Bayern | Wednesday | 8th Nov. or about the 15th September.

Through Bills of Lading issued to any point in the United States:

. Cargo will be received on board until 5 P.M the day previous to sailing. Parcel packages Karlspuhe | Wednesday | 24th Jan. will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value obsame is required.

sent to the Company's Office, addressed to the Collector of Customs, San Diego. For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, China and Japan. Hongkong, 31st August, 1899 U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

-*P/A*-INLAND-SEA-OF-JAPAN-AND- HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. China (via Shanghai,) Nagasaki, Kobe, In- (Tuesday, 3rd October, land Sea, Yokohama ∙at Noon. and Honolulu)

City of Rio de Janeiro (via Shanghai, Naga-) Friday, 27th October, saki, Kobe, Inland at Noon. Sea, Yokohama and Honolulu)

City of Peking (via) Shanghai, Nagasaki, / Tuesday, 21st Nov., Kobe, Inland Sea, at Noon. Yokohama & Hono-

THE U. S. Mail Steamship

T-"CHINA,"

will, be despatched for SAN FRANCISCO. via SHANGHAI, NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break, their

journey at any point en route. Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be ob-

tained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY ; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

· Passengers holding Orders FOR OVER-LAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC CENTRAL PACIFIC, UNION PACIFIC, tand passengers are allowed to break their DENVER and RIO GRANDE, and other fourney at any point en route. direct connecting Railways, and from Chicago Through Passage Tickets granted to Engto destination the choice of direct lines.

Missionaries, members of the Naval, Military, tained upon application. Diplomatic, and Civil Service, to European | Special rates (First-class only) are granted

of the United States, via Overland Railways, to barking at San Francisco for China or Japan Havana, Trinidad, and Demerara, and to ports (or vice versa) within one year, will be allowed

Freight will be received on board until 4 P.M. to E. rope. will be received at the Office until 5 P.M. same address in fully and same will be received at the day; all Parcel Packages should be; marked to the Company's Office until Free-rist-the-day

United States, should be sent to the Company's United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Offices, addressed to the Collector of Customs Collector of Customs at San Francisco.

NORDDEUTSCHER LLOYD NOTICE

STEAM FOR. SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA. ANTWERP, BREMEN AND HAMBURG: PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS. GALVESTON, AND SOUTH AMERICAN

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE. Belgian King ... | 3,379 | about | Oct. 15 N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRIN-CIPAL PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG.

> (SUBJECT TOVALTERATION.) Preussen | Wednesday | 13th Sept. Sachsen | Wednesday | 11th Oct. König Albert Wednesday / 13th Dec. Prinz Heinrich ... | Wednesday | 27th Dec. Preussen | Wednesday | 10th Jan. Sachsen Wednesday 7th Feb. Hamburg | Wednesday | 21st Feb.

Consular Invoices, to accompany cargo des- Bayers..... | Wednesday | 7th Mar. tined to Points beyond San Diego, should be ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling

at NAPLES and GENDA. Shipping Orders will be granted till Noon on MONDAY, the 11th September. Cargoand Specie will be received on board until 5 P.M. on TUESDAY, the 12th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 12th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two, Cubic Feet in

Measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board. For further Particulars, apply to MELCHERS & Co.,

Hongkong, 16th August, 1899. OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA

AND EUROPE; THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

Gaelie (via " Amoy," Shanghai, Nagasaki, Kobe, Inland Sea, Saturday, 16th Sept., Yokohama & Hono-Doric (via Shanghai,

Nagasaki, Kobe, In- Tuesday, 10th October, land Sea, Yokohama at Noon. and Honolulu). Coplic (via Shanghai, Nagasaki, Kobe, In Saturday, 4th Nov.,

land Sca, Yokohama and Honolulu). THE Company's Steamship

will be despatched for SAN FRANCISCO, via. AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONO-LULU, on SATURDAY, the 16th September,

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu,

land, France and Germany by all trans-Atlantic Particulars of the various routes can be had lines of Steamers, and to the principal cities of the United States or Canada. Rates, and Special rates (first class only) are granted to particulars of the various Routes may be ob-

Officers in the service of China and Japan, and to Missionaries, members of the Naval, Military, to Government officials and their families.

Through Bills of Lading issued for transport. Officials in the service of China and Japan, and San Franscisco, to Atlantic and Inland Cities Passengers who have paid full fure, re-em-

in Mexico, Central and South America, by the a discount of to per cent. This allowance does Company's and connecting Steamers. nate poly to through farzs for China and Japan the day previous to sailing, Parcel Packages All PARCEL PACKAGES should be marked to

address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the tined to Points beyond San Francisco, in the

For further information as to Passage and For further information as to Freight or Freight, apply to the Agency of the Company, Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent

-I. S. VAN BUREN, Agent

Hongkong, 12th August, 1899

States Points. Consular Invoices of Goods for United States

Parcels must be sent to our Office (with previous to sailing. DODWELL & CO., LIMITED.

General Agents. Hongkong, 1st September, 1899.

ARNHOLD, KARBERG & Co. Hongkong, 28th July, 1899

for the above port, and will have quick despatch.

The Australian Station.

It appears from files of Sydney exchanges received by last mail that there has been a good deal of serious sickness among the blueacks serving on Her Majesty's ships cruising off the Fijis and the Samoan group. The Sydney Telegraph's Suvn (Fiji) correspondent "There are several cases of typhoid fever in the hospital ; nearly all from the British warships in Samoa. Three more cases of ty phoid arrived by the Tayluni from the British warships at Samoa on 20th July.

H.M.S. Goldfinch, after a "thorough over haul and refit necessitated by a "dusting" in a cyclone, left Sydney homeward bound on 5th August. H.M.S. Ringdove put into Lyttleton for shelter . from a storm and was to remain there until about toth August. The German cruiser Falke (from Samon) was to leave Sydney homeward bound about 12th August.

Appointments.

The following appointment has been made at the Admiralty:-Lieutenant F. G. P. Butler to the Tamar, to date August 25th.

Vice-Admiral Hildebrandt has left St. Petersburg in order to take over the command of the Russian Pacific Squadron at present held by, Vice-Admiral Dubassow, who will return to St. Petersburg in the nutumn.

The Lords of the Admiralty have selected Rear-Admiral S. C. Holland for the appointment of Admiral-Superintendent of Chatham Dockyard, which becomes vacant at the end of the present month by Rear-admiral H. E .. Andoe completing his term of office.

Umcers and Crew for the "Azuma."

The Japanese mail steamer Hakata Maru. arrived at Marseilles on 8th ultor, with ninety Japanese officers and men who are going to St. Nazaire to take over the Japanese cruiser Azuma, which is being built there at the Forges et Chantiers de la Mediterrance for the lapanese Government. She is a first-class armoured cruiser, of 9,400 tons and 22 knots speed, and is due to be completed in December

A New Battleship.

The Admiralty have passed plans for an entirely new class of battleship to be laid down at Devenport in November next on the slip on which the Bultvark, is now building. She has been designed by Sir W. H. White, Director of Naval Construction, and although of a thousand tons less displacement than the Bulwark, will be the longest and broadest battleship ever laid down in a Government dockyard. Her total cost, when completed and ready for sen, is estimated at £1,150,000. Her speed will be a knot in excess of any existing British

The "London."

The new battleship London is to be launched at Portsmouth on Sept. 21st. It is understood that the Lord Mayor and Lady Mayoress will be asked to officiate at the naming ceremony The London is one of the greatest battleships ever built.

The "Raleigh" and "Cincinnati." Two warships built by the American Government at the New York and Norkolk Navy Yards have proved to be failures for craft of their class, and are to be altered and and modified at a large expenditure of money,

These ships, are the cruisers Raleigh and Cincinnati. Each has been actively employed. during the war period, and now that their services may be dispensed with it is proposed to put them out of commission and begin the work of reducing their engine power and increasing their steam radius by enlarging their coal supply. It is proposed to bring their horsepower down to 7,500 by the substitution water-tube boilers for the Scotch boilers, and to make other changes in the interest of great economy for these vessels. To complete this work will require the attention of the Navy Yards for at least two years, but when they are again commissioned they will present far more serviceable ships then they are to-day,

On her return to England with relief crews from the Mediterranean the Edgar has been paid off, and is to be refitted at Devenport at a cost of £4,000. The work will not be completed until October, and the Edgar, will then take out relief crews for ships on the Australian She belongs to that efficient group of first-class cruisers to which she has given a name, and which comprises the Crescent, Gibraltar, Royal Arthur, Theseus, and others, and she boasts a highly creditable record. After a full commission on the Mediterranean and China Stations, she has steamed 37,000 iniles as a transport cruiser under the modern - system by which cruisers not otherwise required are employed to carry out relief work. The whole of that distance has been covered without the development of any, serious defect in her machinery, and this says a good deal both for the ship herself and for her successive engine-room staffs.

The Water-tube Boiler.

In view of the attacks which are still being made upon the water-tube boiler it is interesting to read that the cruisers of the A fleet performed splendidly during the war. According to the prophets, they ought to have come back to port in a disabled condition, with their boiler and enginercom staff in a condition of panic. Instead of that, they have returned fit for any work after some of the hardest steaming. Yet the bias against the water-tube in certain quarters is such that even this practical argument does not convince.

The Naval Manœuvres. The mimic war in the naval manœuvres has been won by the B fleet Admiral Domvile's squadron having secured the safety of the convoy of slow ships, the protection of which was its object, and therefore gained the victory. The convoy has been brought safely into Milford Haven. The objective of the manœuvres was a convoy of British ships coming from Nova Scotia: The admiral commanding the B fleet had the advantage of knowing the exact point in the Atlantic where he could find this convoy to afford it protection. Consequently, although he could not leave Milford Haven for nineteen hours after the declaration of war he was able to proceed without delay to the effective point It appears that Admiral Rawson's fleet. was hampered by forty hours fog. It is nin of trade, and railway construction seemed to fortunate that for the second year in succession show the certainty that in the long run it would the opposing fleets have failed to come in touch be disregarded and the railway made. He with each other, and thus the lessons have been! wanted to know what had happened on this lost which might have been gleaned from more subject since the last debate. Statements had it would engage in hostilities. (Hear, hear.) active conditions of warfare. Admiral Domvile | been made to the effect that the Russian Gois to be congratulated on his bloodless success, vornment had assured Her Majesty's Governand upon the perfect manner in which his ment they did not intend to press this scheme, plans worked out; but all the same the results but it was also stated with the same show of would probably have been more interesting if authority that on the very day on which this

As it is, the chief feature of the manduyres appears to be the success of the wireless telegraphy, which The Times Correspondent describes as "a veritable triumph for Signor Marconi," and which has evidently come to stay as a method of signifling.

FRANCO-RUSSIAN RELATIONS.

VIEWS OF A DIPLOMATIST. BERLIN, August 8th. The Tageblatt publishes from St. Petersburg to-day an interview with a retired Russian Di-

plomatist of distinction whose view, it thinks, coincides in all essentials with those of Count Mouraviest.

More impartial observers will doubtless be struck by the faithfulness with which the statements of the Tageblates informant reflect the opinions of German Diplomacy,

"We Russians," he observes, "can offer France no more than a guarantee that we wil not permit an attack to be made on her in Europe. Unfortunately, this guarantee is useless to France in non-European questions. In these. defeat after defeat threatens her, since Great Britain is well aware that the Franco-Russian will not spare France wherever she opposes

"We Russians are too much occupied by the tremendous problems awaiting us in our own land and in Asia to afford France any support outside Europe. Moreover, our policy is opposed to every kind of adventure. In the past year or two the most monstrous projects involving the complete upsetting of the present order of Europe have been laid before us in all seriousness by French Statesmen and Generals, and have caused us grave misgivings as to the wisdom of relying in any sense on a State whose affairs, are guided by political brains of this character.

"There is no 'doubt that our feelings to-day's towards the Republic, which reels through the political world like a lost comet and may at any moment be the cause of nameless evil, are considerably cooler than was the case three or five years ago,'

In conclusion the Tageblatt's informant argues that Russia can only rejoice at the indications of an intention on the part of France to abandon the idea of "revanche," At the same time he does not believe in a remote possibility of an alliance between France and Germany, and he interprets the inclination of the Republic to seek support in Germany as the " first sign of the extreme exhaustion of her State organism."

The Berlin ress comments but little on the toasts that passed between Count Mouravieff and his French guest on Saturday. Several papers note the fact that the speech of the Russian Foreign Minister did not exceed the limits of conventional courtesy,

None the less, the Vossische Zeitung is inclined to think that M. Delcasse's answer is couched in the tone of one who has succeeded in accomplishing something.

How well pleased the Emperor William is with the manner in which the Diplomatic relations of Germany with France have been conducted during the trying period of the Dreyfus crisis is illustrated by the announcement published to-night that he has conferred on Count Münster the title of Prince.

THE FAR EAST IN PARLIAMENT

GREAT BRITAIN AND CHINA. August 5th. On the order for the second reading of the Appropriation Bill, Sir C. Dilke shid in his opinion the question of our relations with China, and the future of that country, was of more importance than the South African

question. The arrangement which had been made with Russia affected only the Yangtsze Valley and -Manchuria, and took no account of those enormous and important positions of the Yangtsze and Manchuria. Even the northern, part of the Yangtsze Valley was not included in the arrangement, and, therefore, it did not even preserve our interests in the Valley as a whole. Still less did it guarantee our position in this intermediate, country, which included Peking, and which, as Lord Salisbury and the late Under Secretary had told them, contained the most important concessions that had been granted to British subjects in China, He wished to know what were the present relations of this country with the Chinese Government in reference to the concessions granted in the province of Shan-si, which was within this intermediate region. Last session Lord Salisbury and the late Under-Secretary spoke of these concessions as most valuable and of granting of them as one of the principal privileges to the people of this country that the Government had secured. He wished to know whether matters were going on satisfactorily in that direction, and whether the Government believed that we had, under our existing arrangements, any means of protecting those interests against invasion by other interests. This intermediate district also included the German sphere of influence. The noble lord the member for York, in his book and in his speech before that House, brought forward a policy of joint action in China-of a peaceful kind, as he understood it—with the United States, Germany, and Japan. The Government replied that whatever might be the case for Japan, as regarded the United States and Germany they saw great difficulties in the way. It was said that the United States were willing enough to act with us in regard to commercial rights, but they would not, as the noble lord admitted, become entangled by promises that might in the future be inconvenient to them. With regard to Germany, the Government said it was not likely that Germany would entangle herself in China looking to the importance to her of friendly relations with Russia in Europe and to the dangers which might menace her line of frontier if she adopted an anti-Russian policy in China. He thought, however, having regard to the fact that the German sphere of influence was in this intermediate district, that the capital was there, and that we had great interests there, that without menacing Russia or any one else, and without in any way pointing to an armed occupation of the country, there might be common action between Germany and ourselves merely in defence of rights already acknowledged as existing. The province which Germany occupied was the natural outlet of the province of Shan-si: Germany had already indicated some willingness to co-operate with us, and he should be glad to know what was the policy of Her Majesty's Government with regard to this important intermediate district. In this district lay the seat of any future Russian railway to Peking. He regretted the advice which is the weaker but the faster of the two, which had been given to the Uhinese Governand had nineteen hours' start out of Belfast, ment and the manner in which it had been renever succeeded in coming in touch either with ferred to in the House; He did not think that entered into agreements or arrangements of the convoy or with the enemy, who had the cour induence at Peking was promoted by our advantage of knowing where the convoy was to giving advice on a subject when we were not be found. Apparently, the search of the A fleet likely to push it further, and where the course 99 out of 100 of its interests lay in Europe it

ment pressure had been applied by the Russian right hon, gentleman pronounced ou the Go-Government at Peking insisting on the making vernment both for the advice which they had of a branch line to the Chinese capital.

danger of war in China in the near future. take over the Chinese army. He had only suggested that that army should be placed on the same footing as the Maritime Customs in China. A British bank was at the head of those Customs, and with British control over the army it would be easy to get foreign officers for it. and to invite other countries to invest their capital in China. When that step was takent showing that they shared our opinion if any there would be very little chance of war. He occasion should arise. There was no doubt Great Britain as nothing but a railway, agrea-

Mr. Drage said he wished more particularly to direct attention to the new reform movement in China, and to ask the Under-Secretary for Foreign Affairs whether he could give the House any information as to the attitude of Her Majesty's Government in regard to it. -new-reform party had arisen in the course of the present year, and was supported all over the provinces-indeed, it was far stronger in Alliance applies only to European matters, and Ethe provinces than at Peking. Information had reached him that the Dowager-Empress, who had hitherto been strongly pro-Russian, had and uncertainty, and in some respect of peril, the right hon, gentleman would be able to say been converted and was willing to give her strong support to the new reform movement. This reform movement was further supported one of the last days of the Session to cal by Japan. Information reached him that the attention to the immensely improved tone and Japanese were being solicited by the Chinese | confidence which, prevailed both in regard Government to enter into an offensive and defensive alliance with China on condition that the administration should be reformed on the which had been showen by the discussions Japanese model. Now, if his information was in that House in the course of the present even approximately correct, we should find ourselves face to face with the rivalry of Japan in China,

Sir E. Ashmead Bartlett hoped the valuable and interesting information which the hon. meinber had given the House might prove to be well founded. One of the main reasons forpressing for a speedy settlement of the Transvaal trouble was that, if such a sottlement was not arrived at, we might next year find ourselves confronted with a Chinese crisis at the same time. There was no doubt that Russia was pressing her way forward to the northern provinces as fast as she could, and we were encouraging ourselves in a fond delusion if we supposed that our sphere of interest the Yangisze would escape being affected by the iron grip which Russia was placing over Manchuria and the other northern provinces of China. He maintained that our only policy in China was to maintain the integrity of the empire and to insist on the removal of Russian' military and political control. It was only by working with Japan that we could hope to carry out the salvation of China.

Mr. Brodrich said: A variety of questions had been raised in regard to China, and the right hon, baronet had brought forward the question of our position in regard to certain concessions, remarking that, although by a recent agreement with Russia Manchuria was left a Russian sphere of concessions, and the Yangisze remaind our sphere, there was a large and important strip of territory between us to which no agreement had been come to. Looking at it simply as a question, of concession, and leaving the political side over for a few moments, he did not think there was any reason to complain of concessions in that sphere. A general agreement in regard to that sphere would be extremely difficult, though undoubtedly while Manchuria was the sphere where Russia was exercising practical control, equally the Peking Government it was supposed would allow concessions in the spheres of other Powers. So far as Her Majesty's Government were aware negotiations were proceeding satisfactorily with the powerful syndicate who had been much encouraged by surveys made and decided to extend their operations along the line of the Yangtsze, and Her Majesty's Go-Chinese Empire which lay between the vernment would be glad if they were able to persuade the Chinese Government to facilitat their operations. Their difficulty in making report upon the other concessions which had been given up to this time was that concessionaires had hardly got to work; a great deal had been promised on paper, but at present actual results were comparatively inconsiderable. There was no reason whatever why we should regard concessions which happened to be given to some other Power in provinces with which we were not particularly connected with mistrust or concern. He was asked just now what their attitude was with regard to the Reform party in China. Well, a reformed administration in China was probably an administration that commended itself to every man in this country. One thing was quite certain, however, we could not expect to remove in a few weeks all the encrusted traditions of centuries with regard to official effort in China, and he thought we were lucky if we found other nations in provinces with which we were not immediately connected who would bear their share in opening up China which was not likely to be a work of great ease or one entirely unaccompanied by danger to those who undertook it. A much more important point which had been raised was that of our possible co-operation with Germany regard to provinces which were not in the special sphere of any Power. The whole question of alliances as regarded China was one which was always cropping up, and on which those who advocated alliances took different views. His noble friend behind him wished an alliance of four Powers, and he had made eloquent speeches. His right hon, friend opposite referred to an alliance for this purpose with Germany, (Sir C. Dilke said he used no such word as alliance.) Everybody was now anxious to discard the word alliance—(laughter) -and he agreed. He thought that 'very often with regard to alliances they might say, what the Greek said of women-that the best were those that were least talked about. (Hear, hear, laughter.) His hon, friend the member for Sheffield did speak of an alliance with apan. Taking the question as regarded Germany, he thought we might look forward in many parts of the world-in more than one part of the world, anyhow-to good results from friendly co-operation with Germany. He not see what was the divergent interest

between ourselves and Germany in these

matters. - (Hear, hear.) No doubt we were both

great manufacturing nations, and we were rivals

in that respect, but on the other hand we

were, or ought to be, partners in the desire

to open up and to keep open all parts of

the globe to our manufacturers. That was a

great identity of interests. The point which

must divide us in regard to China was

that we ourselves had a comparative im-

munity in any co-operation we might agree

upon, because we had no land frontier on

which our neighbours might operate, whereas,

in the case of a Continental Power which

this character in China they had to consider that

even if they were not intended as a menace to

any-particular Power, as the right hon, gentle-

man said, they might be so taken. Where

was almost impossible for a Power to say that

for the hundredth interest, which lay in Asla.

Therefore, he thought, while we might appear

very often to be proceeding alone in these

matters, we were very often voicing the opinion

of more Powers than appeared on the surface.

In that respect he should like to say one word

tendered to the Chinese Government in respect | arbitration, and that if they could not see their . Lord C. Beresford believed there was no bf the possibility of a railway to Peking from Manchuria, and also, as he put it, for the way Reserence had been made to his proposal to in which it was announced in that House. All that they had said was this—they could not look without concern upon the predominance of any Power Power at Peking. (Hear, hear.) He thought it not impossible that the right | might have to be taken, and he did not underhon gentleman would find that other Powers who might not actually speak in the same tones would not be found to be backward in described the agreement between Russia and that the present position, of the Chinese the Chinese Government was responsible. Government was a most anomalous one: they were protected not merely by the vast bulk of the empire, some parts of which were not altogether under their control, but by tradition which forbade their hastily taking up many measures of reform which would probably the Chinese Government. (Hear, hear.) save the Government very much difficulty; they were also none the less in the position that they were too weak to resist the assalt of any great European Power, or as had been proved, still more of Japan. Under those circumstances the position of the Chinese Government must remain a matter of doubt for the peace of those who were engaged in operations in China. But he would venture on to the position of the Government in Ching! and to the operations of the Government, and Session. When they parted last year the air was full of alarmist rumours; there was general disposition to believe that British diplomacy in China had been defective and that we had lost all along the line, either owing to supineness or to want of nerve. He did-not think there had been any evidence of that feeling in the speeches delivered that hear.) evening. He thought it had been realised that if progress had been slow it had been sure, and that we had not fallen behind, certainly in the commercial race, and he hoped also, in the political race in China. There was no doubt his noble friend thought that they had not taken sufficiently strong steps to preserve the open

door, and that our agreement with Russia was usciess. He would remind his noble friend that they still, as they ever did, took their stand as regarded the open door on the provisions of the treaty of Tientsin to which the Chinese Government was a party, and his noble friend could not point out any case in which, up to present, the provisions of the treaty of Tientsin had been disregarded as against us. The open door, remained open, and although he would say that it must be clear to any of those who watched the course of events that they could not undertake to protect British commerce if it was pushed into the uttermost provinces of China, to some of which the Chinese Government itself hardly extended,

yet they had not allowed any operations to take place which would prejudice the entry of our trade. Under these circumstances he hoped the House would recognise that the Government were fully alive to the responsibilities which lay upon them. He knew perfectly well that it would be much more effective on the platform to make vigorous statements of our claims based on our long commercial predominance, but the position taken up by the

Government was far safer and surer. Our policy in China at this moment was one of patience and watchfulness, a patience which was absolutely necessary in dealing with a country which had so many centuries of quiet sitting still to make up for, and a watchfulness which had already produced good results. He hoped the House would continue to give to the

Government in this matter the confidence which he thought they deserved. (Cheers.) THE SINKING OF THE "LOWSHING," (9th.) On the order for the third reading of the Appropriation Bill Mr. Ure called attention to the circumstances attending the loss of the British steamship Kowshing off the coast of Korea in July, 1894. The vessel was chartered by the Chinese Government to convey Chinese officers and soldiers to Korea. Shortly after she sailed war broke out between China and Japan, and when she came close to Korea she fell in with a Japanese cruiser, which fired

some shots across her how, and the captain had no alternative but to submit to the Japanese command to surrender. The Chinese officers and men thereupon threatened that they would massacre the captain and crew if they surrendered. The Japanese cruiser then ranged up alongside, and fired a broadside into the Kowshing, with the result that several of the officers of the ship, all British subjects, were killed. The Foreign Office having held that in international law the Chinese and not the Japanese Government was responsible, a claim was made against China for compensation, but, although more than five years had elapsed, no satisfaction whatever had yet been obtained. So far as he knew the claim had never been disputed. At the end of the first year the excuse put forward was the illuss of a Chinese Minister. Unhappily his illness was very prolonged. Then Lord Salisbury decided to consult the law officers of the Crown, but absolutely nothing was done and paralysis

seemed to have seized on the Government. His (Mr. Ure's) complaint was that excuse after excuse had been made, and we were no nearer a settlement than we were five years ago. He strongly complained of the dilatory action of the Foreign Office in the matter. They laid themselves open, he said, to the gravest charge that could be brought against any Britis Administration, that, with a righteous cause and an undivided and robust public opinion behind them, they deliberately turned their

backs on the wrongs of British subjects at the hands of a foreign State. Mr. Brodrick said the hon, gentleman charged the Government with very belated action in this matter, but he thought it was only fair that he should remind the hon, gentleman that his action in bringing this matter forward at the last moment of the Session was a little belated also. (Hear, hear.) It was quite true that this claim was made five years ago, on July 25, 1894. The hon, gentleman had given a not altogether inaccurate, history of what occurred; but the truth was that the hon, gentleman had himself given the answer to his own speech when he said that it took a considerable time to decide whether by international law the claim should

be made on the Japanese or on the Chinese

Government, and although Her Majesty's

Government came to the conclusion that

the Chinese Government in the circumstan-

ces were responsible, that view was not shared by the Chinese Government. With regard to the delay, he did not think that the action of Her Majesty's Government in relation to the Chinese Government ought to be judged by the treatment of this one claim. ' In the pastfew years the Government had had to address. the Chinese Government on a very considerable | Chamber ensures the Supply of Fresh number of subjects, and they had he thought. obtained fair satisfaction in most cases. On this subject long delay had taken place and he very much regretted it. Her Majesty's Gov-

ernment had, however, recently proposed to the Chinese Government that if they were not prepared to recognise the justice of the claim they should submit it to arbitration. Though they expected to receive a favourable answer to that suggestion, they had not yet received one; but things bad not run quite so smbothly for him. Laustement was made to Her Majesty's Govern- with regard to the elight consure which the they had informed the Chinese Government

that they could not wait indefinitely for the settlement of the claim or for a reply as to way to submit the matter to arbitration the claim would be treated as one which must be dealt with in some other way. (Hear, hear.) It was very easy to speak strongly about the inaction of the Government, but if it was desired to push the claim at once forcible measures stand the hon, gentleman to suggest that forcible, and by that he meant warlike, measures, should be taken with China on this matter. The Government fully hoped to obtain a settlement if on arbitration it, should prove that He entirely repudiated the idea that there had been inaction on the part of the Government. On the contrary, he thought the Government had taken the proper course, and one which would end in the recognition of the claim by

Mr. Provand asked was there any claim pending on the part of Germany, France, or -Russia for twelve months, let alone five years. (Opposition cries of "Hear, hear,") How was it that those countries obtained satisfaction in every case, while this country never did? He hoped that when the House met next February either that this matter had been settled by arbitration, and that if a decision was given against the Chinese Government, Her Majesty's Government intended to enforce it. Sir E. Ashmead-Bartlett entirely, agreed with

what had fallen from the hon, gentleman opposite. He contended that the result of the past methods of the Foreign Office had been to make it almost a disadvantage to be a British subject in a dispute of this kind. ' He admitted foreign Governments were more unscrupulous in pressing the claims of their subjects, but he thought there was room for great improvement in the general support the Foreign Office ought to give to the commercial interests of British subjects abroad. (Hear

CHINA AND JAPAN. Sir E. Ashmead-Bartlett asked the Under-Secretary for Foreign Affairs whether the Russian Minister at Peking had protested against the alliance proposed between China and Japan for the purpose of establishing the independence of China and Chinese reforms, and had threatened China with most serious consequences if such an alliance be concluded; and whether China and Japan could, in face of such menaces, depend upon the support of Her Majesty's Government.

Mr. Brodrick; We have received no information to this effect. I am afraid I cannot state what the policy of Her Majesty's Government will be in a hypothetical case.

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above on SUNDAY, the 17th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 5th September, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL THE Company's Steamship

'SARPEDON." Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

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Hongkong, 8th September, 1899. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

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Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provisions. Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light. A Stewardess and a duly-qualified Surgeon

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FOR NEW YORK VIA SUEZ GANAL. THE Steamship

· "ARGYLL," will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON"? At Intervals "AFGHANISTAN" Fof 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED,

Hongkong, 7th September, 1899. Consignees.

USTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

[9418

NOTICE TO CONSIGNEES. FROM KOBE.

THE Steamship

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at: their risk into the Godowns of the Hongkong and Kowleon. Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be

sent in to the office of the Undersigned before Noon on the 12th instant, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co... Hongkong, 5th September, 1899.

NOTICE TO CONSIGNEES. S.S. "JOHN SANDERSON," FROM NEW YORK AND STRAITS.

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their. risk into the Godown's of the Hongkong and Kowloon_Wharf_and_Godown_Company, at: Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 13th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED,

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NOTICE

ONSIGNEES of CARGO per Steamship The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their

Bills of Lading for Countersignature, and to take immediate delivery of their Goods from Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk

J. S. VAN BUREN. Hongkong, 7th September, 1899.

NO A

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Mr. Leon A. Lévy

Mr. J. Y. Mayston

Mr. Frank Murison

Mr. R. A. Naphegyi

Mr. A. C. Van Nicrop

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Mrs. C. Thomas

Mr. A. Traval

Mr. F. Vetch

Whitlow

Mr. H. Holmes

Mr. L. Jaguim

children

Mr. H. Rees

Hongkong, 11th September.

Mr. M. Pardo

and children

Mr. E. J. Young

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ban, 22nd Aug.,-Manila 19th Aug., Gene-

R.N.R., 6th Sept.,-San Francisco 9th

Aug., Honolulu 16th, Yokohama 29th,

Kobe 30th, Magasaki 1st Sept., and

Shanghai 4th, Mails and General.-O. &

6th Sept.,-Java and Samarang 27th Aug.,

5th Sept.,-Sourabaya 25th Aug., Sugar.-

Erskine, 6th Sept.,—Singapore 30th Aug.,

Tribar, 4th Sept.,-Manila 1st Sept., Gene-

27th Aug., -Sandakan 20th Aug., Timber.

9th Sept.,-Ampy 8th Sept., General.-

8th Sept.,-Hongay 5th Sept., Coal.-

HINSANG, British steamer, 1,536, M. Crockett,

INGRABAN, German steamer, 894, E. F. Piper,

JOHN SANDERSON, British steamer, 2,089, J.

LEGAZPI, Spanish steamer, 565, Antonio

JAUSANG, British steamer, 1,643, J. Kynock,

Nanyang, German steamer, 983, Th. Lehmann,

On SANG, British steamer, 1,787, J. Young,

Sugar.-Jardine, Matheson & Co.

Sander, Wieler & Co.

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Douglas, Lapraik & Co.

ESMERALDA, British steamer, 966, R. W. Cob-

GAELIC, British steamer, 2,691, Wm. Finch,

New Benares830

Persian, paper tied670/750

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Mr. Perez

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Capt. Goddard

Mr. R. J. Hall

Rr. Handelman

Mr. T. Howard

Mr. C. Ingenold

Mr. J. M. Bayot.

Mr. C. Cron.

children

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Mr. Maron M. Bela

Mr. Fred. Collins

Miss Marie Collins

Mr. and Mrs. Curtis and

Mr. M. Dela Garvia

Mr. Ch. Hockmeyer

Mr. G. C. Hodsdon

Mr. Jose Gouzalez

Mrs. Jackson

Mrs. Hillman

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36, Division Street, Kobe. Hongkong, 15th March, 1898.

NOTICE.

DRIVATE BOARD and RESIDENCE, 166, Queen's Road East. Mrs. HORTON.

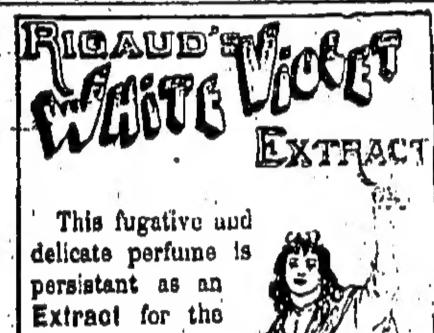
Hongkong, 30th-June, 1899. .NOTICE.

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Hongkong, 18th August, 1899.

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No. 4, Queen's Road Central. Hongkong, 8th March, 1899.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should

> ETH. F. SKERTCHLY, Manager.

NOTICE

Hongkong, 1st May, 1800.

TOT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in: Hongkong Harbours KELAT, British ship, John Hughes .- Standard

The Share Market.

(September zzth.)

Hongkong and Shanghai Banking Corporation -354 per cent. prem. The Bank of China & Japan, Ld.—(Preference) nominal The Bank of China & Japan, Ld.-(Ordinary)

The Bank of China & Japan, Ld.-(Deferred)-National Bank of China, Ld.—\$26 buyers.

-\$26 buyers. Marine Insurances.

Union Insurance Society of Canton, Ld.—\$260. China Traders' Insurance Co., Limited-\$631. North China Insurance Co., Ld.—Tls. 200. Yangisze Insurance Assoc. Ld. -\$122}. Canton Insurance Office, Ld .- \$150. Straits Insurance Co., Ld .- \$6.

Hongkong Fire Ins. Co., Ld.-\$325.

Hongkong, Canton, & Macao Steamboat Co., Limited-\$314. Indo-China Steam Navigation Company, Ld.

Douglas Steamship Co., Ld.-\$52. China Mutual S. N. Co., Ld.-(Preference)-£9.10 buyers. China Mutual S. N. Co., Ld .- (Ordinary)-£5.10 buyers.

China Mutual S. N. Co., Ld.-(Ordinary)-L3

-Mining. Punjom Mining Co., Ld.-59}. Preference Shares-\$2.

Queen Mines, Limited +\$0.50. Jelebu Mining and Trading Co., Ld.-513. Raub A'lian Gold Mining Co., Ld.-\$631. Olivers Freehold Mines, Ld. -(A) 511. Olivers Freehold Mines, Ld. (B) \$71.

Dooks, Wharves and Godowns. Hongkong & Whampoa Dock Co., Ld.-550. Hongkong and Kowloon Wharf and Godown Company, Limited-\$100.

Wanchai Warehouse and Storage Co., Ld.-\$45. New Amoy Dock Co., Ld. -\$17. Lands, Hotels and Buildings. China Provident Loan and Mortgage Co., Ld.

Kowloon Land and Building Co., Ld.-\$29. West Point Building Co., Ld. -\$35. Hongkong Hotel Co., Ld. -\$135 buyers. Humphrey's Estate and Finance Co., Ld .-

Hongkong Rope Manufacturing Co., Ld.-\$190. Hongkong Ice Co., Ld.-\$130. Hongkong High-Level Trainways Co., Ld.

Dairy Farm Co., Limited-\$6. Hongkong & China Bakery Co., Ld. -\$25. Campbell, Moore & Co., Ld. -\$15. Bell's Asbestos Eastern Agency, Limited-Li nominal.

Carmichael & Co., Limited.-\$8. Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.-\$70. Ewo Cotton Spinning & W. Co.; Ld.-Tls. 70. International Cotton M'fg. Co., Ld.-Tls. 75.

Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tis. 75. Soy Chee Cotton Spinning Co., Ld.—Tls. 350. Yahloong Cotton Spinning Co., Ld.—Tis. 55. Tebrau Planting Co., Ld.-\$4 per share." Tebrau Planting Co., Ld. -\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.) "Telegraph Address-"Rialto."

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ON LONDON, Telegraphic Transfer 1/112 Bank Bills, on demand 1/11 5/16 ON PARIS. Bank Bills, on demand 2.451

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Sovereigns, Bank's Buying Rate\$10.22

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ON THE CHINA STATION.

Wlacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Foochow. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising. Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C.

Centurion, 1st class battleship, 10,900 tons, 14 guris, 13,000 i.h.p., Captain R. J. Jellicoc,

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising. Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick,

Shanghai. Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, Firebrand, 3rd class gunboat, 455 tons, 4 guns,

360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 l.h.p., Hongkong. Harl, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, cruising. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, guns, 7,000 i.h.p., Capt. H. N. Dudding, Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W.

Smythe, cruising. Orlando, British cruiser, 5,600 tons, Capt. J. Burke, en route Japan. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John,

Manila. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Mr. and Mrs. A. W.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow. Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Hongkong. Rattler, 1st class gunboat, 715 tons, 6 guns,

1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Foochow. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr.

Powell, Hongkong. Mr. and Mrs. Oria and Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Mr. and Mrs Reyes

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Waterwitch, surveying vessel, 620 tons, Com-

mander W. P. Dawson, Chusan. Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.

Wivern, coast desence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Giorello, Shanghai CARLISLE CITY, British steamer, 1,894, Thos. Kaiserin Elizabeth, Austrian cruiser, 4,064 Aitken, 7th Aug., -Moji 2nd Aug., General. -Butterfield & Swire. tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr. CHUNSANG, British steamer, 1,418, E. J. Buller, Cunha, Macao.

Strombuli, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur. Aleout, Russian gunbout, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons,

13 guns, 1,150 h.p., Captain Boisman, at Dimitri Donskoy, Russian armoured cruiser, Com. Witthofft, at Vladivostock.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Screbrennikff at Vladivostock. Gremiastchy, Russian armoured cruiser, 1,492

tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur. Korcycla, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port

Kreysser, Russian eruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock. Nayendnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprinnoff, at Nagasaki. Pamiat Arova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at

Vladivostock. Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur. Rurik, I Russian flagship, 10,940 tons, armoured

twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock. Sisrei Veliky, Russian battleship, 10,000 tons, to guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.

Sivootch, Russian gunboat, 950 tons, twin Zafiro, U.S. dispatch-vessel. screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur. Vladimir Monomack, Russian cruiser, 6,000

tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunbent, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock. Yakout, Russian gunboat, 16 guns, 890 h.p., at

Vladivostock. Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port-Arthur. -

RUSSIAN TORPEDO FLOTILLA. (BRA GOING.)

Revel, 1st class, Russian torpedo boat, 96 tons,

3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russlan torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots. (1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, I gun 220 h.p., 16 knots. Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo bont, 85 tons, 4-guns

guns, 2,900 h.n., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, I gun, 220 h.p. 16 knots. Sistk, Russian torpedo boat, 23 tons, I gun, 220

Skorpion, Russian torpedo boat, 23 tons, 1 gun. 4 P.M. 220 h.p., 16 knots. Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots. Sterlatd, Russian torpodo boat, 23 tone, I gup, 220 h.p., 16 knots. Strauss, Russian torpedo boat, 33, tons, 1 gun,

1220 h.p., 16 khote

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns,

1,800 h:p., 22 knots. Flagship of Vice-Admiral Alexeieff. Flagship of Rear-Admiral F. V. Dubossoff. Flagship of Rear-Admiral Recunoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon. Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautomps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at

Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon. Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.

Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at

Nagasaki. Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay. Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki. Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo, Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Foochow. Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.

Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizei, at

Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, to guns, 860 i.h.p., at Saigon. Triomphanie, French armoured cr., 4,700 tons,

24 guns, 2,400 h.p., Capt. B. de Brotizel, at Vouban, Franch flagship, 6,150, Capt. Boutet

Vipère, Erench gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. † Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns 2,700 h.p., Comdr. Brussatis, at Friedrich Willielmshaven.

Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at

Kaiser, German, flagship, 7,676 tons, 28 guns 7,800 h.p., Captain Stubenrauch, at Wei-

Etna, Italian cruiser, 3,530 tons, Capt. G. Moezue, German surveying vessel, 970 tons, Captain Korvetton, at Amoy. Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, a Kiaochow.

Flagship of Rear-Admiral von Diederichs. Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila. Bennington, U.S. gunbout, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila. Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p.; Capt. Whiting, at Nagasaki. Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Coindr. S. W. Very, at Manila. 5,893 tons, twin screw, 34 guns, 7,000 h.p., Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. W. H. Whiting, at Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt. Com. J. B. Briggs, at Manila. Culgon, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at

Manila. Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier. Oregon, U.S. 1st class battleship, 10,288 tons 16 guns, 11,111 h.p., Capt. A. S. Barker,

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,09; h.p. Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila. Yorktown, U.S. gunboat, 1,700; tons, 6 guns 3,392 h.p., Comdr. C. S. Sperry, at Manila Vosemite, U.S. converted cruiser, 6,179 tons, to guns, 3,800 h.p., Capt. R. P. Leary, at

Post Office.

._.A Mail will close: For Amoy-Per Pakshan to-morrow, the 12th instant, at 10 A.M. For Newchwang-Per Ingraban to-morrow, the 12th instant, at 11 A.M.

12th instant, at 3 P.M. For Kongmoon and Samshul-Per Wuchow to-morrow, the 12th instant, at 4 P.M.

For Manila-Per Esmeralda to-morrow, the

For Europe, &c., India, via Tuticorin-Per Preussen to-morrow, the 12th inst, at 5 P.M. For Manila-Per Legaspi on Wednesday, the 13th instant, at 11 A.M. For Sandakan-Per Mausang on Thursday,

the 14th instant, at 2 P.M. For Kongmoon and Samshul-Per Wuchow on Thursday, the 14th instant, at 4 P.M. For Kongmoon, Samshui and Wuchow-Per | Sun Chow, Chinese steamer Ah You, Samshul on Friday, the 15th instant, at 4.P.M. For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per Salkong, British steamer, 259, Kwong Wang Gaelic on Saturday, the 16th inst., at 10.45 A.M. For Europe, &c., India, via Tuticorin-Per, Cheung Kong, V. Kun, 58,-Kwong Wan S.S. Bengal on Saturday, the 16th inst, at 11 A.M. For Nagasaki, Kobe and Yokohama Per

Rosetta on Saturday, the 16th instant, at 3 P.M. For Kongmoon and Samshui-Per Wuckow on Saturday, the 16th instant, at 4.P.M. For Tientsin-Per Viksang on Monday, the 18th instant, at 3 P.M.

For Kongmoon, Kumchuk and Samshui Per Sanishui on Tuesday, the 19th instant, at For Manila, Port Darwin, Thursday Island,

Cooktown, Townsville, Brisbane, Sydney and Melbourne-Per Talyuan on Wednesday, the 27th instant, at 10 A.M.

JAPANESE MEN-OF-WAR

Battleships.

Yashim , 1st class, 12,460 tons, 36 guns, 14,000 h.p., at Yokobama. Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki. Chinyen, and class, 7,330 tons, 22 guns, 6,200

h.p., Yokohama. Coast Defence Ships. Matsushima, 1st. class, 4,277 tons, 25 guns, 5,400 h.p., at Manila. Itsuskuskima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki. Hashidate, 1st class, 4,277 tons, 35 gump, 5,409

h.p., at Shimaru. Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 Hiyei, and class, 2,550 tons, 13 guns, 2,035 h.p., Heiyen; and class, 2,600 tons, 15 guns, 2,400

Cruisers. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons,

30 guns, 15,500 h.p. Akushi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p. Yoshino, protected cruiser, Ist class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.

24 guns, 7,120 h.p., at Manila. Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons,

27 guns, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila. Akitsusu, protected pruiser, 1st class, 3,150 26 guns, 8,500 h.p.

Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p. Idaumi, protected cruiser, 1st class, 2,950 tons,

20 guns, 6,080 h.p. 15 guns, 2,800 h.p.

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 Tsukushi, 3rd class, 1380 tons, 12 guns,

Sloops and Corvettes. Amagi, 1,030 tons, 13 guns, 720 h.p.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko Akagi, 620 tons, to guns, 700 h.p., at Chefoo. Alago, 620 tons, to guns, 700 h.p. Maya, 620 tons, 10 guns, 700 n.p. Chiokai, 620 tons, to guns, 700 h.p., at Fusan Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat. Tatsuta, 875 tons, 6 guns, 5 torpedo tubes 5,500 h.p.

Torpedo-boats. Ikadusch, Japanese torpedo-boat destroyer 331, tons, Comdr. I. Ishida, Hongkong. Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. 14 boats (Creusot), 56 tons, 2 torpedo tubes,

boats (Kobe), 56 tons, 2 torpedo-tubes, 525 1 boat (Normand), .75 tons, -2 torpedo-tubes,

2 boots (Schichau), 90 tons, 3 torpedo-tubes, 4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous. Rinjo, armoured cruiser, 2,530 tons, to guns, (used as gunnery training ship.)

Tsukuba, wooden screw steamer, 1,939 tons 10 guns, 520 h.p. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns,

small guns. (usud as torpedo training ship. RIVER STEAMERS, SCHOONERS,

Ho-nam, British steamer, 1,377, H. D. Jones, -Hongkong, Canton, & Macao Steamboat Powan, British steamer, 1,890, A. N. Patrick,-

Butterfield & Swire. Hoi-tong, Chineso steamer, 409 tons, Captain Austen,-Chi Wo & Co. Talon, British steamer, 728, Goblouski,-Tai.

Hongkong and Macao. Heungshan, British steamer, 1,055, W. E

Clarke,-Hongkong, Canton and Macao Steamboat Co. Macao and Canton.

Kiangtung, Chinese steamer, 503, Holmes,

Lungkiang, British steamer, 108, J. J. Lossieres, Hongkong, Canton and Macao Steam City of Whampoa, Chinese steamer, 40,-Ah

Hongkong and West River

Lil, American lorcha. Wuchow, British steamer, R.D. Thomas,-Hongkong, Canton and Macao Steambout Co. J. M. & Co. and B. & S. Samshul British steamer, Summers, Hongkong Canton Macao Steamboat Co. J. M.

Lorchas and Schooners. Kutsing, forcha, 160, Reynolds, Hongkong to Canton, -Hung Kum Sing.

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LATEST QUOTATIONS.

Fire Insurances. China Fire Ins. Co., Ld.-\$881.

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Star Ferry Co., Ld.-\$191. Refineries. China Sugar Refining Co., Ld.-\$148. Luzon Sugar Refining Co., Ld. -\$54.

Société Française des Charbonnages du Tonkin-\$240.

Great-Eastern and Caledonian Gold Mining Co., Ld.-\$3.

MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40] Hongkong Land Investment and Agency Co.,

> \$10. Miscellaneous. Green Island Cement Co., Ld. -\$30. China-Borneo Co., Limited-10. A. S. Watson & Co., Limited-\$161. Hongkong Electric Co., Limited-\$13. Hongkong and China Gas Co., Ld.-\$130. Geo. Fenwick & Co., Ld. -\$421.

Bells Asbestos Eastern Agency, Ld.—\$5.

Hongkong, 11th September. Credits, 4 months' sight 1/114 SIAM, British steamer, 992, J. F. Messer, D'ments, 4 months' sight 1/114 Credits, 30 days' sight481

Gold Leaf 100 touch, per tael53.30 Bar Silver27 3/16 Dollars per cent, prem,

PEAR HOTEL. Major G. R. St. John Lt.-Col. The O'Gorman Hon, H. E. Pollock Capt. H. V. Prynne Comdr. R. M. Rumsey

Staff-Surgeon and Mrs. Mr. G. H. Wheeler

W.E. Home

Mrs. Horder

Mrs. Morrie Ale

Miss Ormsby

Hon, and Mrs. R. D. Bishop-Burdon--Rev. F. Flynn, R.N. Mr. A. J. Richardson Govt. Civil Hospital Mrs. Rolfe Mr. Hugo Silvestri Mrs. E. Jones and Capt. C. B. Simmonds, Major 8. S. Long, Mrs. Simmonds Mr. and Mrs. W. E. Major M. M. Morris, Turner Consul Velpicelli

Madame Valnicelli

Jardine, Matheson & Co. PAKSHAN, British steamer, 1,235, J. Jenkins, 6th Sept., - Saigon 1st Sept., General. -

PHRA CHULA CHOY, KLAO, British steamer, I,012, B. Pigot, 29th July,—Bangkok 25th July, General.—Yuen Fat Hong. SANDAKAN, German steamer, 1,374, E. Muhle, 2nd Sept .. -- Sandakan 28th Aug., Timber. -Melchers & Co.

9th Sept.,-Saigon 4th Sept., General.-

Suisang, British steamer, 1,776, E. J. Todd, 24th Aug.,-Calcutta via Penang and Singapore 18th Aug., Opium and General. -Jardine, Matheson & Co. TAICHIOW, British steamer, 862, P. Primrose, 9th Sept.,-Bangkok and Sept., General.-Butterfield & Swire. TAIYUAN, British steamer, 1,459, R. Nelson, 3rd Sept.;-Melbourne 22nd July, Sydney

PARTAR, British steamer, 2,768, H. Pybus, R.N.R., 6th Sept.,-Manila 3rd Sept Ballast,—C. P. R. Co. Sailing Vessels, GOVERNOR ROBIE, American ship, 1,627. Nichols, 21st Aug., - New York 5th May, Kerosine Oil.—Standard Oil Co.

HUTTON HALL, British ship, 1,989, Thurber,

JOSEPHUS, American ship, 1,547, P. Gilkey,

5th Sept.,-Tacoma 25th June, Flour,-

29th, Brisbane 1st Aug., Townsville 4th,

Cooktown 6th Thursday Island 13th, Port

Darwin 17th, and Manila 31st, General.— Butterfield & Swire.

30th Aug., -- New York 25th April, Case Oil. -- Srandard Oil Co. RETRIEVER, British schooner, 96, Parker, 8th Sept.,-Honolulu 16th July, Ballast.-SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,-Cebu and Phillipine Islands

HER BRITANNIC MAJESTY'S SHIPS

Colville, C.B., cruising.

Hongkong, September 10th, 1899.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montegomerie, O.B., R.N., Hongkong. Brigh, British cruiser, 1,770 tone, 6 guns, \$,600 hp., Capt. Wroy, cruising.

Aug.,-San Francisco 3rd June, Flour.-

22nd Aug., Baljast .-- Order, ST. DAVID, American ship, 1,400, Lyons, 16th

h.p., 16 knots.

Borgo, 1st class, Russian torpedo boat, 81 fons. 3 guns, 2 torp tubes 1,100 h.p., speed 21

1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons,

Japan on Wednesday, the 27th inst, and A.M. Song

Naniwa, protected cruiser, 1st class, 3,709 tons,

Sai-yen, protected cruiser, 1st class, 2,300 tons, Akitsushima, protected cruiser, 1st class, at Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Musashi, 1,490 tons, 10 guns, 1,600 lap. Katsuragi, 1,480 tons, to guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Tenrite, 1,550 tons, to guns, 1165 h.p. Kaimon, 1,360 tons, 10 guns, 1,125 h.p.

Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

(used as a hulk) Jingel wooden paddle steamer, 1,465 tons, 2

AND LOROHAS. Fatshan, British steamer, 2,260, J. Dick,-Hongkong, Canton, and Macao Steamboat

Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-

On Steamship Co. Chun Wai, British steamer, -Kwong Wan S.S.

Lungshan, British steamer, 108, Morrison, Hongkong, Canton and Macab Steamboat China Merchant Steam Navigation Co. Canton and West River.

Steamship Co.

& Co. and B. & S.

be addressed.